

WESTERN PACIFIC
Mileposts

SEPTEMBER-OCTOBER 1972



Parr-Reno Distribution Center



New warehouse opens in Parr-Reno Distribution Center

Industrial expansion, and new business for Western Pacific, was announced at a reception for 200 Nevada and California business and political leaders and the press in Reno on July 28. The occasion marked completion of a 174,800 square foot unit of a 1.2 million square foot, 17 building, phased warehouse and distribution facility at the Parr-Reno Distribution Center two miles north of the heart of the city. An artist's drawing of the planned center, nearly circled by Western Pacific rails, is reproduced on this issue's front cover as it will look when completed by Walker-Boudwin Construction Co., general contractors.

"The Company plans to start construction on six additional buildings immediately," said Andrew F. Asbra, president of Commercial Lease Associates, Inc., which recently purchased the 65 acre Parr-Reno property from the Parr Industrial Corporation of San Francisco. "We were attracted to Reno because of the city's deserved

People appear tiny in this interior view of the just completed 760' x 230' warehouse, nearly the area of two football fields. User designed to permit alteration requirements, the pre-cast concrete tilt up walls permit additional doors to be cut in at any location. Floors are 6' thick concrete, reinforced with No. 4 bars at 18' both ways. All utilities are in. Illumination is by fluorescent fixtures and natural light. The 40' x 40' bays have clear heights ranging from 23' at perimeter to 26' 1 1/2" at building centers. Fire protection and construction is in accord with Factory Mutual Engineer Co. requirements.

national reputation as the 'distribution center of the West,'" Asbra told the assembled guests. "We also discovered Reno's principal asset to be its preservation of the western tradition of neighborliness and its sincerity in creating a favorable climate for industrial development." Asbra thanked the Governor of Nevada and other state, Washoe county and Reno officials, and the directors and staff of the Reno Chamber of Commerce for their assistance to him, and he praised Western Pacific, reception co-host, for its willingness to help his company

with technical problems and its help in marketing the Center nationally.

From following comments made by Governor Donal N. "Mike" O'Callaghan, WP's President Alfred E. Perlman and others, it is evident that the project is expected to be a big success.

Among the Center's advantages is its location in the core of 11 western states, excellent transportation, efficient work force and living conditions, and a most favorable business environment. The site is also one of several new free international ports be-

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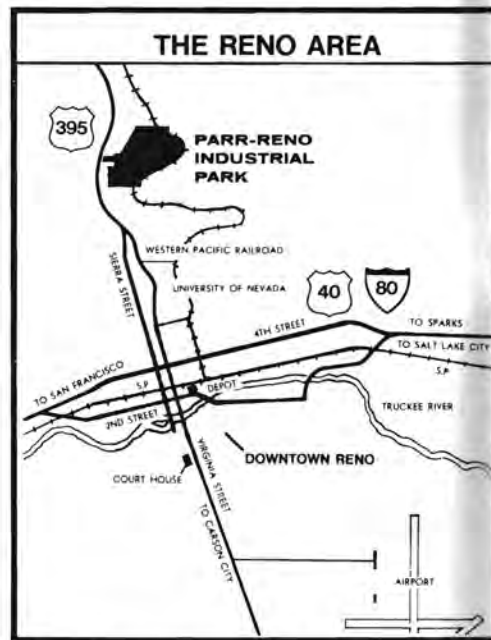


"I couldn't comprehend why so few national companies have taken advantage of the incentives by basing their western distribution operations in the Reno area," said C.L.A.'s President Asbra (center), "and I'm preparing to spread the word." President Perlman and Governor O'Callaghan (right) assured him he would receive full cooperation from Western Pacific and the State of Nevada.

"Reno joins with Western Pacific in welcoming the announced expansion at the Parr-Reno Distribution Center, just two miles north of downtown," Mayor John Chism told President Perlman. "We believe prospective industries locating in the Center will benefit from the many advantages to be offered by Reno, the State of Nevada, and Western Pacific."

A Western Pacific spur runs just behind the full length of this just completed warehouse, and other spur tracks, with multiple spots, will serve the other 16 units. Floors are 50" above grade at rail doors, and 48" above grade at truck doors. Exterior lighting is provided on time clock basis. The grounds will be beautifully landscaped and maintained, and will have abundant paved parking areas.





Just two miles north of downtown Reno on Western Pacific and U.S. Highway 395, the Center has excellent rail, air and highway intrastate and interstate transportation.

FLASH!

As this issue was going to press, more good news for Western Pacific was jointly announced from Reno, Nev. by Governor Mike O'Callaghan and John K. Hanson, chairman of the board of Winnebago Industries, Inc.

Winnebago, the nation's largest builder of recreational vehicles, will build a 750,000-square-foot manufacturing plant on 340 acres at LeaReno (Stead industrial complex at north Reno). Winnebago also has an option on an adjoining 251 acres for possible future development. Exclusive rail service to the plant will be provided by a Western Pacific siding and spur track.

A story on the \$20 million plant, expected to be in operation by January 1974, will appear in the next issue.



positive theme for first annual Marketing Seminar

About one-half of those in the audience are shown here as Director of Market Information Paul Wilmoth makes his point with use of lantern slides during Marketing Seminar.

THINK WIN

A most outstanding and productive two-day Marketing Seminar was held in San Francisco on August 28 and 29. In attendance were all field sales managers, general office marketing department personnel, and members of the intermodal, industrial development, and transportation departments.

Everyone left at the conclusion of the Seminar with a positive THINK WIN attitude and enthusiasm for the new marketing programs.

The meeting was opened by Harry J. Bruce, vice president-marketing, who said: "Everyone present will be involved in this Seminar through two-way communications, to enable them to utilize the best possible methods in assisting and benefiting Western Pacific's customers."

The agenda, which required an evening session for only the sales department following dinner on the first day,

can only be partially reported here. Thirteen marketing officers took part in presenting and presiding over the various sessions.

Organizational plans were announced, and a review was made of past and future objectives. Field sales plans, programs and controls were explained in detail, which included sales account planning, forms and controls, and sales calls procedures. One of the salesman's sales tools is a Merchandising Manual for use in selling on-the-spot the benefits and services provided by WP. It includes a brief history of the railroad, maps of the system, organization charts, schedules, services provided by various departments, and descriptions of equipment, facilities, forms and procedures.

One of the highlights of the Seminar was a sales training session to develop

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new ideas and approaches geared to customer needs.

Another most important subject covered was Management By Objectives, which includes a personnel evaluation program, goals development, department and field implementations. This involves each individual setting certain, specific objectives other than routine duties, establishing a time for completion in joint discussion with his supervisor, followed by a review six and twelve months later to evaluate the measurable results that have been achieved.

Also stressed on the agenda, as a means for establishing more business for the railroad, was the need for locating new industries along the railroad, the importance of intermodal sales, and efficient utilization of equipment.

One of the key assists for the salesmen in developing sales and customers is the help and support given them by the Market Development Department

with its Market Managers identifying markets of opportunity; market information providing sources of information; equipment managers developing specialized loading methods and equipment to fit the customers' needs; and pricing to provide the very important rate and route information.

Two-way discussions also covered international sales, customer services, the nation-wide "Sales Sweeps" successes, and incentives.

A luncheon talk about the history of Western Pacific was given by John J. Kelly, director of advertising and public relations. John also introduced Parker Wood, WP's advertising agent, and outlined the railroad's advertising program as a sales aid.

THINK WIN—theme for the Seminar—had added support from a motion picture film of the same title, featuring George Blanda, who not only stars for the Oakland Raiders but, in off-season, is a highly successful sales expert.

Capital Budget Meeting

President A. E. Perlman and Executive Vice President R. G. Flannery conducted a two-day 1973 capital budget meeting on August 30 and 31. In the picture below are about one half

of those in the audience which included representatives from most departments on the railroad in addition to some who had attended the previous two-day Marketing Seminar.

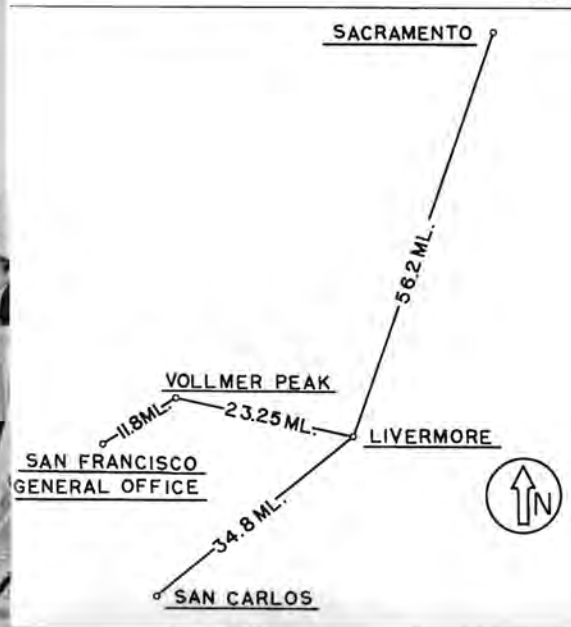


System extended to improve communications

If your Company phone conversations now sound more clear and you get fewer busy signals when you dial, thank WP's communications department who placed in service on August 22 a new addition to the railroad's microwave system. The number of

Skyscrapers form background for new microwave transmitter aimed at Vollmer Peak from atop San Francisco general office building.

telephone dial circuits San Francisco to Sacramento was increased from nine to twenty. Other telephone circuits over the microwave will control two train-to-wayside radio stations for the First Subdivision dispatcher and a radio network connected to the San Francisco PBX.



As Superintendent of Communications R. E. Enger explains the addition, "the microwave signal is transmitted from the roof of WP's general office building at 526 Mission Street, San Francisco, across the bay over the edge of Treasure Island to a repeater on Vollmer Peak, 12 miles distant. The signal is then directed to the next repeater in the Black Hills near Livermore, 23 miles distant. From Black Hills the signal is transmitted 56 miles to the tower at Sacramento. To provide complete two-way coverage of the Bay Area," said Bob, "a narrow band microwave link extends two voice channels from Black Hills to a station along the ridge behind

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Communications Maintainer Wally Bledsoe and Communications Supervisor Reed Fredericksen check out new installation. Black rubber covered wire from bottom of transmitter leads to telegraph office on first floor of building.

Right: General Communications Supervisor B. G. Rumsey checks meter readings of microwave installation at Black Hills near Livermore, 23 miles from Vollmer Peak.

Below: Frank Shields and Marion Bozeman, communications maintainers, wire circuits for radio control at Black Hills station.



Right: Reed Fredericksen, left, discusses operations of equipment in telegraph office at San Francisco with Don MacLeod, manager-wire chief, and new employee Wally Bledsoe.



APPOINTMENTS

Mechanical

Robert W. Mustard was appointed chief mechanical officer on August 16 with headquarters at San Francisco.



Bob was born in Utica, N.Y. on October 5, 1921. He attended Fordham University for three years until 1941 when he entered the Army Air Force for three years. He was first employed by the New York

Central and held various positions on the entire system. He became regional mechanical officer in 1959, first at New York and then at Cleveland. From 1969 to 1972 he was regional mechanical officer for the Penn Central, headquartered at Cleveland and then at New Haven.

Bob completed an executive management course at Penn State in 1964. He is a past president of the Great Lakes Railroad Club and the Cleveland Roamers, and was chairman of the executive committee for the New England Railroad Club in 1972.

Bob's family includes his wife, Margaret, a son Robert, 26, and a daughter, Kathleen, 22.

Purchases & Materials

Frank P. Brogdon was appointed manager of purchases and materials, effective September 1.

Born in San Diego on October 30, 1937, Frank graduated from Berkeley High School in 1955 and then entered Western Pacific's accounting department as clerk. He became a machine operator in the duplicating bureau in 1957 and three years later returned to the accounting department as traveling accountant. He entered the purchasing department as head buyer in

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MICROWAVE . . .

San Carlos, which is in view of the area San Jose to Richmond."

The microwave system has adequate capability for any further needs of the railroad.

The equipment was installed by Communications Maintainers Harold Muzzer, Marion Bozeman and Frank Shields with the help of Don Kopp, division lineman at Fremont. General Communication Supervisor B. G. Rumsey, Sacramento, and Communication Supervisor Reed Fredericksen, San Francisco, directed the installation and testing of the equipment. Marion Bozeman rescheduled his vacation so that he could participate in the completion of the project.

Right above: Shields and Bozeman make final adjustments to dish at Black Hills aimed at



Sacramento. Grid dish at left aimed at San Carlos; dish at top aimed at Vollmer Peak.



1961, and was made assistant manager of stores in 1967. He had been material manager for the purchases and materials department since 1968.

Frank was a member of the Naval Reserve from 1954 to

1962, attended IBM's programmers school in 1959, was committee chairman for B.S.A. Pack 278 in 1970 and also that year was vice chairman, Citizens Committee on school bonds. He was a member of the Hi-Ballers, WP softball team in the Alameda Recreation Department League this year.

Frank and his wife, Lee, have two children, Paula 14, and Mike 11.

Marketing

Arthur M. Allen was promoted to position of assistant to vice president-marketing beginning August 1.



Arthur was born in Oakland on February 22, 1918. After completing high school in 1936 he worked for five years as a clerk in WP's operating department. His service since 1941 has all been in the marketing de-

partment, first as secretary. He then worked in various sections of the pricing department, became a sales representative in 1947, and chief-sales & service in 1953. Since 1955 he has been office manager and budget manager.

Arthur entered the Army during WWII as an artillery corporal and later served as master sergeant in the infantry and captain in the transpor-

tation corps. Since the early 1950's he has given much time to various community activities, was a loaned executive for the S.F. Chamber of Commerce, and vice president of the Administrative Management Society.

Arthur and his wife, Laura, have two daughters, four granddaughters, and presently are awaiting the arrival of two grandchildren.

* * *

Howard C. Huffman was promoted to position of administrative assistant, marketing department, effective August 1.



Howard, born in Montpelier, Ind. on October 25, 1919, completed high school in Kiefer, Okla. and then attended business college in Tulsa, Okla. He first worked for Western Pacific as AAR clerk, mechanical depart-

ment, Oakland in 1942. He soon entered the Army and served as staff sergeant, Headquarters Detachment, 80th Ordnance Battalion, at Casablanca, Morocco, Italy, France and Germany. Upon his return to WP in 1946 he worked as store clerk for a few months in 1947 and later that year entered the dining car department as chief clerk. In 1966 he assumed the additional title of buyer, and when passenger service was discontinued in 1970 he entered the marketing department, San Francisco, as staff assistant.

Howard served as Cub Scout Master, San Lorenzo, for three years and presently is a member of the P.T.A. He is a self-taught pianist and also plays organ for self entertainment.

Howard and his wife, Mary, have two sons, Bruce and Tim.

Safety Minded Railroaders

It pays to work without injury!

In addition to the personal physical benefits to be enjoyed from working without injury, the safety department announces two incentive award programs for qualified operating department employees, excluding promoted officers and general office employees. The additional benefits for avoiding injury on the job, are:

1. Qualified operating department employees who have worked for 20 or more years without a reportable injury will receive a fine, large portable radio and a framed handsome Safety Certificate of Achievement.

2. Qualified operating department employees who have worked for five or more years without a reportable injury will receive a Safety Certificate of Achievement.

The first awards were made at Oroville, where 10 employees with a combined service of 281 years without a reportable injury received radios and certificates.

At the suggestion of R. F. Carter,



Oroville employees are: Yardmaster J. E. Miller, General Clerk M. A. McLain, Yardmaster D. C. Smith, Switchman T. D. Kangas, Chief Clerk L. Foster, Switch Foreman L. I. Singley, Switchman D. E. Morford, Agent A. I. Reichenbach, Jr. Absent for picture by Oroville Mercury-Record cameraman were Switch Foreman R. T. Nolan and Clerk A. B. Tedd.

electrical engineer, it was also decided to make a special award to one single group who have achieved a notable record. As of December 31, 1971 this group of four electricians, with three other electricians no longer in service, had worked 9,700 calendar days (27.3 years) without any type of personal injury! They are maintaining this fine record at press time.

Operating employees who believe they can qualify for either of these awards should notify their supervisor.



The four electricians with Diesel Shop Foreman M. T. Pantalone (center) are: J. D. Cabrera, V. S. Lattino, S. D. Bettanini, and E. W. Steuben. Picture taken by Superintendent of Shops A. J. Stout.

Man of the Month

From department head nominations, the selection committee announced the following men:

For the month of September, Nick Cabbitto, lead machinist at Stockton diesel shop. Since his employment



Picture by
Locomotive Supt.
R. E. Schriefer.

with WP on August 28, 1945 he has had only one no lost time injury—minor one to his left ring finger. In addition, Nick has contributed greatly toward safe operations due to his skill as an air brake mechanic—“the best on the railroad!” said a supervisor. He is a good teacher, sharing knowledge with others willing to learn, and an excellent trouble shooter on diesel engines and air brakes. He has that “precise touch” it often takes to keep a big machine working. Nick has been active in credit union affairs, is financial secretary for the local I.A.M., and does beautiful work cutting and polishing gems and stones. He has raised a family of three boys and two girls. A highly respected employee and citizen, Nick is worthy of recognition!

* * *

Man of the Month for October is Switchman Roy O. Langston, Stockton, who first worked for WP on October 27, 1950. He has never had an on-duty injury, and his excellent discipline record shows 685 merits, both worthy of commendation. Roy and his wife, Mamie, have three sons, all railroaders, and two daughters. Tom is a WP switchman at Stockton, and LeRoy, a trainmaster, and Odell, a clerk, both work for the Houston Belt

& Terminal at Houston. Their daughter, Gerry, is married to WP Yardmaster K. K. Jones, Stockton, and Sharlene and her husband have a grain farm in northeastern Colorado. The family also includes 16 grandchildren! Roy and Mamie both enjoy camping and fishing.

Because of vacation Roy's picture was not available at press time and will appear in the next issue.

A good book to read and remember!

Most on-line eligible employees should by now have a copy of WP's new Book of Operating Rules, first distributed in July.

Putting together such an important manuscript is a tremendous mind-boggling task deserving of recognition. Especially, when it was completed in less than two years, compared with one larger railroad who had 14 people working on their book nearly full time for 2½ years, and another large line that had two men working full time on their book for four years!

In the Fall of 1970, Manager Rules & Safety James K. Brennan began reviewing and updating WP's last book (printed in 1952—slightly revised in 1961), and incorporating common MW&S rules, instructions to train dispatchers, radio and locomotive rules, 1958 Power Brake Law, rules from timetable instructions and bulletins, yellow notices, and various Standard Code revisions.

Jim's next step was to solicit suggestions from all officers in the three operating departments, including a canvass of their personnel. He completed the first draft in July 1971 and over 100 copies were sent to all operating officers for criticism. The response from these people filled a 3-ring binder four inches thick! When this

material was sorted and consolidated, a second draft was made in September 1971. The following month, Andy E. Stene was appointed Superintendent Rules, with responsibility for conducting rules classes, interpreting rules, maintaining the integrity and consistency of the rules, and assisting in finalizing the new book.

Late in 1971, Jim and Andy took the second draft to department head level meetings at Elko and Sacramento. From the results of those meetings a third draft was written, and again revised in a general manager level meeting in February 1972. The final draft went to the printer in March 1972.

While being printed, two-day rules sessions were held on-line with over 100 transportation, MW&S, and mechanical officers. The first day was for instruction; the second day for a closed-book examination on five basic tests consisting of 301 true-false/multiple choice questions which required a minimum 70% grade to pass.

Rules classes for trainmen, engineers, switchmen, yardmasters, and dispatchers were held in July and August, attended by 680 employees and three California PUC officers. The classes, running from five to eight hours a day, were conducted Oroville and east by Andy Stene, assisted by Assistant Chief Train Dispatcher Carl L. Rowe, and on the balance of the western division by Jim Brennan. Presently, Carl Rowe is conducting rules classes for clerks and operators, and Stene is covering the MW&S and mechanical employees on-line.

Traveling with Andy are John W. Gavey, project engineer, and S. F. “Bud” Burmeister, principal assistant engineer, to present the revised engineering rules and standards to MW&S personnel. John Gavey, by the way, is responsible for completely revising the engineering rules, which will be available about November 1, incorpo-

rating in a new MW&S Rules Book the common operating rules referred to in paragraph three. John's work in updating the engineering rules, last printed in 1955, was outstanding.

Safety Rule of the Week \$10 Winners

Week of July 10

Mechanical Department

Carman Helper R. Jones, Elko

Transportation Department

Clerk E. L. Rader, Woodbridge

Week of July 17

Mechanical Department

Carman L. E. Layton, Jr., Sacramento
Machinist A. P. Springer, Sacramento
Electrician V. S. Latino, Sacramento

Week of July 24

Mechanical Department

Carman G. E. Hurley, Stockton
Electrician D. C. Brown, Stockton

Transportation Department

Clerk W. P. Thompson, Sacramento

Week of July 31

Mechanical Department

Carman H. L. Gonsalves, Sacramento
Blacksmith L. S. Webb, Sacramento

Week of August 7

Mechanical Department

Machinist K. T. Brooks, Stockton

Transportation Department

Clerk C. M. Dunn, Jr., Portola

Week of August 14

Mechanical Department

Machinist E. G. Hague, Stockton
Machinist R. D. Field, Manteca
Blacksmith L. S. Webb, Sacramento

Transportation Department

Conductor W. H. Day, Quincy
Brakeman W. E. Krenz, Reno

Week of August 21

Mechanical Department

Sheet Metal Worker P. M. Burch, Stockton
Carman J. H. Kelly, Elko
Machinist Helper G. J. Carlanzoli, Stockton

Week of August 28

Mechanical Department

Carman D. W. Colen, Stockton
Sheet Metal Worker D. G. York, Sacramento
Machinist M. Velasich, Sacramento



Service Pin Anniversaries

September-October 1972

45-YEAR PINS

Louis J. Fischer, Sr.	Locomotive Engineer	Western Division
James C. Rice	Locomotive Engineer	Eastern Division

35-YEAR PINS

Joseph D. Blackmore	Locomotive Engineer	Western Division
E. S. Lagomarsino	Stock Record Clerk	Sacramento
Harry D. Manit	Train Desk-Crew Clerk	Portola
Thomas S. Rutherford	Locomotive Engineer	Western Division
Jack Shannon	Locomotive Engineer	Western Division
James E. White	Conductor	Western Division
Robert R. Williams	Locomotive Engineer	Western Division

30-YEAR PINS

Charles H. Avery	Locomotive Engineer	Eastern Division
Thomas T. Bamford	Blacksmith	Sacramento
Chester R. Burnett	Brakeman	Eastern Division
Johnnie J. Carbery	Laborer-Mechanical	Stockton
Walter A. Clausen	Conductor	Eastern Division
Carolyn Crowley	Chief Clerk-Freight Claims	San Francisco
Willard J. Curtis	Laborer-Mechanical	Stockton
William H. Davis	Conductor	Western Division
May Denning	Statistical Clerk	San Francisco
William L. Fisher	Locomotive Engineer	Western Division
Edgar A. Goff	Conductor	Western Division
Cherry Goodrich	Bill & Voucher Clerk	San Francisco
Rae W. Grummett	Locomotive Engineer	Western Division
Richard K. Harrison	Trainmaster-Road Foreman Engines	Winnemucca
James W. Hefferon	Conductor	Eastern Division
Vern L. Mechling	Locomotive Engineer	Eastern Division
Frances H. Mlakar	Freight Accounts Clerk	San Francisco
William L. Powell	Locomotive Engineer	Western Division
David C. Smith	Switchman	Western Division
Lee E. Smith	Conductor	Western Division
Ruth A. Stone	Statistical Clerk-Mileposts Correspondent	San Francisco
Melvin R. Strang	Conductor	Western Division

25-YEAR PINS

Stanley E. Dinkel	Sales Manager	Stockton
John C. Dullea	Sales Manager	San Jose
James E. Hightower	Roundhouse Clerk	Stockton
Kenneth J. Knapp	Signal Maintenance Foreman	Stockton
Rose A. Lupe	Tracing Clerk	Chicago
Henry P. Mentaberry	Cashier	Winnemucca
Preston A. Nuffer	Cashier	Wendover
B. G. Rumsey	General Communications Supervisor	Sacramento
Porfirio F. Saens	Chief of Rate Bureau-TC	San Francisco
Joe L. Suddreth	Storekeeper	Stockton

20-YEAR PINS

Lorin R. Barge	Machinist Helper	Oroville
Evelyn P. Bergin	Clerk	Sacramento
Marie Bowers	Accountant	San Francisco
G. D. Call	Division Lineman	Oroville
V. Catanho	Locomotive Engineer	Western Division

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John G. Howard holds 35-Year Service Pin he received from Chief Engineer Arthur Carlson who said "It's a great honor for me." Agreeing were Jim Dunn, left, and Bob Nordstrom, right, bridges & structures department.

L. T. Clark	Locomotive Engineer	Western Division
W. S. Kuszyk	Train Desk Clerk	Oroville
R. L. Meyer	Trainmaster	Oroville
Francis C. Mohatt	Master Mechanic	Portola
R. T. Nolan	Switchman	Western Division
J. F. Pennington	Yardmaster	Sacramento
Herschel E. Sims	Carman	Stockton
John T. Smith	Division Engineer	Elko
Gerald C. Turville	Brakeman	Eastern Division
C. S. Watson	Conductor	Western Division

15-YEAR PINS

John F. Annala	Switchman	Western Division
Richard G. Chase	Machinist	Oakland
Harold R. Rowe	Switchman	Western Division

10-YEAR PINS

Madelyn Bates	Per Diem Clerk	San Francisco
Arkie Mangelsdorf	Per Diem Clerk	San Francisco
F. R. Montanes	Extra Gang Laborer	Extra Gang 301

They Have Retired

William E. Barker, switchman, Carmichael, 43 years.

James R. Brown, revising clerk, Alameda, 44 years 1 month.

Charles E. Davis, machinist, Sacramento, 31 years 4 months.

Julius C. Dorothy, locomotive engineer, Portola, 35 years 5 months.

Paul C. Evans, clerk, San Leandro, 31 years 4 months.

Kenneth J. Knapp, signal maintenance foreman, Stockton, 24 years 11 months.

Charles D. Means, yardmaster, San Francisco, 24 years 4 months.

Darl A. Miller, Jr., brakeman, Stockton, 29 years 5 months.

Harvey L. Naylor, chief clerk, Burmester, Utah, 48 years 5 months.

James Procarione, machinist helper, Oakland, 44 years 5 months.

Harvey L. Ross, chief clerk, Stockton, 27 years 4 months.

Frank B. Thompson, mail truck driver, San Francisco, 25 years.

Jay D. Wakeman, locomotive engineer, Stockton, 44 years.

Harvey A. Wiltsey, painter, Sacramento, 26 years 10 months.



Caboosing

KEDDIE-QUINCY AREA
Jimmy and Betty Boynton

It is with sadness that we report the passing of Mrs. Phyllis Finley, wife of retired Engineer IVAN FINLEY and mother of brakeman DAVID FINLEY, who passed away in Stockton on July 30 after a long illness. She was the daughter of Mrs. Phyllis Jones, wife of the late Engineer HARRY JONES, and the sister of Mrs. Betty Boynton, wife of Engineer JIMMY BOYNTON. Phyllis had lived many years in Keddie and Portola and worked in the Portola depot coffee shop before moving to Stockton when Ivan retired in 1968.

Brakeman and Mrs. JOSEPH WAY have welcomed their first child—Shelley Margaret who weighed 7 lbs. 7 oz. on her arrival in a Reno hospital on August 4.

On July 21 Conductor BUD DELLINGER had follow-up surgery on injuries he received in an auto accident in March. "Unsinkable Bud" looks fine and reports he is doing great.

Congratulations to Conductor and Mrs. MEL STRANG who celebrated their Silver Anniversary on July 21.

It was a July wedding for Howard Carl Hughes, son of Yardmaster-Switchman and Mrs. H. CARL HUGHES, and Miss Susan Stites.

Henri's Union 76 Super Chicks team finished the season undefeated to win the championship of the Feather River Women's Softball League. Among the "champs" are Jackie Amos, wife of Conductor DAVE AMOS; Connie Turner, wife of Engineer DANNY TUR-

NER; and Pat Fiant, wife of Engineer-Trainee DEAN FIANT.

Brakeman LARRY CHAPMAN is now Navy Seaman Recruit Chapman, and he has completed his training at San Diego and reported to Boiler Technician School at Great Lakes. Larry is the son of Mrs. Howard Holt and the late Engineer WILMER CHAPMAN.

Members of the WP family were among the winners at the Plumas County Fair, August 9 to 13. Jim Shirley, son of Conductor and Mrs. DON SHIRLEY, won honors with his 4-H hog that was declared Grand Champion! It was sold at the 4-H Junior Livestock Auction for \$1.10 a pound. Other winners of ribbons and premiums were Mrs. Helene Lerner, wife of Engineer ERNIE LERNER for paintings; Mrs. Betty Boynton, wife of Engineer JIMMY BOYNTON, for historical and color photography; Train Desk Clerk MARIAN CRUMPACKER for handworked articles; and Mrs. Daveney Gasser, daughter of Conductor and Mrs. VIRGIL SIMPSON, for bread and other baked goods.

Sgt. and Mrs. Gary Barlow of Forestville, Md., and their four month old son, Daniel, visited her parents Engineer and Mrs. IVER GREGORY. Gary won first prize at the Fair for his graphic of a steam engine during his stay.

Engineer MAURICE STORY loaned us a photo of a Portola baseball team taken in 1945 and would like help in identifying some of the men. Known names are: Engineer PETE THILL, front row left; Engineer MAURICE STORY, third from left; the late Supt.



PORTOLA BALL CLUB
Apr. 29, 1945

BILL HOWELL, second from right. The late Engineer CARL HETTINGER, back row third from left; and Supt. JOHN LUSAR, second from right. Any help will be appreciated. Just drop a line to Jimmy Boynton, Route 1, Box 732-H, Quincy, CA. 95971. Thanks!

On July 29, under the pines at the Graeagle picnic grounds, the engineers held a picnic to honor retired members. An outstanding assortment of food provided by the engineers' wives of Portola and hours of fascinating memories relived by these retired gentlemen made for a delightful afternoon. Among those honored (with their wives) were Engineers CAL DORITHY, E. I. "BUCK" PHELAN, RALPH LUZZADDER, ABE TOUTS, DOUG BROWN, and JOHNNY MCNEIL.

NEW YORK CITY

Bill Gugurich

WALTER SWASEY, retired brakeman from the western division, stopped in our office on July 31 to say hello, and asked us to let all his friends know what a wonderful time he had trying to find his way around the big city. "I wish some of the boys could have come with me to see all the great sites here," said Walt.

SACRAMENTO SHOPS

Herman F. Schultze

Congratulations to Boilermaker Foreman and Mrs. T. N. FASSETT upon the arrival of their eighth grandchild! It's a boy.

Peter R. Schultze, youngest son of your correspondent and his mother,



Newlyweds Peter and Vicki Schultze

MARCELLA, former shop clerk, and the former Vicki Lee Andre were married on August 6 in the Good Shepherd Lutheran Church, Sacramento. Both are graduates of Rio Americano High School. They will live in Japan, where Peter is stationed with the Navy.

Good luck and a long happy retirement for Machinists A. E. DRUMMOND and C. E. DAVIS after 31 years 3 months and 31 years 4 months service, respectively, and to Carman DOUGLAS BINION after 23 years 10 months serv-



"Ace" Drummond receives congratulations from Committeeman M. Garcia.



C. E. Davis was congratulated on his long service by Machinists W. Harris and M. Garcia.

ice. We're sorry Doug left before the picture was taken.

For the first time since it was organized in 1942 the WP Amusement Club has five of the fair sex among its membership. Welcome to Demurrage Clerks FRANCES ANDERSON and AVA-LON D. RICKMAN, Steno EVELYN WYATT, Telegrapher ALMEDA CROWDER, and furlonged Clerk NORMA FRENCH.

Carman O. RODE organized a chess tournament that has been going on during the lunch period for some time and has now reached the play-off stage . . . just in time for the winner to take



In tournament were Carmen J. LaFranco, O. Rode, W. Marsuda, J. Smith, B. Rapp, E. Ryder, R. Flojo and Boilermaker C. Rolfe.

on Fischer and Spassky. Those who entered the tournament are shown in the accompanying picture, except for Carmen J. VALMER and R. MORGAN, absentee participants when the picture was taken.

OROVILLE

Arthur I. Reichenbach, Jr.

Oroville personnel were shocked and very saddened by the sudden passing of W. F. "BILL" STEVENS, former diesel supervisor. Our heartfelt condolences and sympathies are extended to his family. "Bill's" friendly, cheerful personality will be sorely missed.

General Clerk and Mrs. M. A. "MARV" McLain recently became proud and happy in-laws with the acquisition of a son-in-law. This occurred when daughter, Carol Ann, became the bride of Jon Peyton Parker during a double ring ceremony in the First Baptist Church in Oroville. The ensuing outdoor reception at the McLain residence was well attended and very much enjoyed. Heartiest congratulations!

The "Forgotten Men" of the rip track, or so they claim, are receiving recognition at last, as evidenced in the accompanying photo below.

During a recent fishing trip while on vacation, Train Desk Clerk W. S.

"WALT" KUSZYK was more than embarrassed when he returned second best. While "Walt" was hooking onto two fish, his 9-year-old granddaughter brought in nine! Women's lib at that age?

Weather Report: We had a few days of 118 and 119 degree temperature, but nothing really hot, especially when you're having fun at Lake Oroville!

STOCKTON

Elaine Obenshain, Velma Prentiss

Congratulations to the Stockton W.P. Employees Federal Credit Union who earned a Thrift Honor Award for its success in stimulating savings among small savers, as announced by Edward T. Bernhoft, regional director, National Credit Union Administration, San Francisco. "The Stockton credit union attained a monthly rate of growth of 2.6 per cent in accounts under \$20,000, a growth rate above the average for Federal credit union of this size," said Bernhoft. The Stockton union serves employees of Western Pacific, Tidewater Southern, and Central California Traction Co. and was chartered in 1953. On May 31, 1972, the union had 824 members who had saved a total of \$540,516. KENNETH W. CRAIG is president and Mrs. ESTHER M. PILATTI is treasurer.



About to begin their work on the rip track are, left-right: I. L. Washburn, D. E. Butler, C. J. Chrisman, B. R. Mooney, C. E. Heineman, and Foreman B. L. Coggin.

The Thrift Honor Award Program provides an incentive for officials of unions to encourage members with small accounts to save regularly as part of their family financial management plans.

Congratulations to Dianne Lorae Neri who became the bride of Werner W. Palm during a June 17 vow exchange in Cathedral of the Annunciation. Dianne is the daughter of Conductor and Mrs. PASQUAL NERI. Maid of Honor was Deborah Grummett, daughter of Engineer and Mrs. R. W. GRUMMETT. A garden reception was held at the home of the bride's parents. The bridegroom is an industrial sales engineer for General Electric Supply Co. in Emeryville.

Best of good wishes to Engineer DAVE WAKEMAN who completed his



When Engineer Dave Wakeman (right) ended his last run on July 31 in Stockton yard he was greeted by retired Engineer Paul Morris. Retired Engineer L. C. Parkinson took picture. tour of duty on July 31, terminating 44 years of service with Western Pacific.

Welcome back to Clerk C. H. RADER, JR., who recently returned from military leave.

Clerk and Mrs. SAM MARTIN flew to Hawaii on their vacation and thoroughly enjoyed the islands. Sam is a railroad and camera buff and came

home with many pictures. "I also enjoyed watching the "beach scenery" through my binoculars," said Sam.

Chief Clerk HARVEY L. ROSS retired on August 12 after 27 years 4 months service with WP. Yard office employ-



Behind Harvey Ross (seated) are Clerks D. L. Gregson, L. R. Remy; L. A. Lambert from San Francisco; Clerk R. Lopstain; BRAC General Chairman W. L. LeBeouf; and Clerk D. Davis.

ees honored Harvey with cake and coffee, and Agent M. R. WHITTAKER presented him with a folder of mementos of his service and a framed photo of the most unusual bill a rail car had travelled with. Harvey was an expert at tracking down cars and bills. His retirement started just as the County Fair horse racing opened and we're sure he is there enjoying it. We wish Harvey and his wife, Millie, many happy retirement years.

Our sympathy to the family of retired Carman Helper JAMES B. RICE who passed away at Portola on July 11. He was the father of Engineer JAMES P. RICE. Condolences, too, go to the family of retired Switchman FRED L. FARLOW who passed away on July 29, and to Conductor WILLIAM THOMPSON and retired Section Foreman H. L. NASH, whose wives passed away recently.

Brakeman DARL A. MILLER retired on August 31 after a service of 29 years and 5 months. Darl has our very best wishes for a long and enjoyable retirement.

Congratulations to CCT Brakeman



Darl Miller completes his last report

and Mrs. DANNY FISCHER who announced the birth of Scott Raymond Fischer at Dameron Hospital on August 5. The 8 lb. 14 oz. boy is the grandson of WP Engineer and Mrs. LOUIS FISCHER, SR., and the nephew of LOUIS FISCHER, JR., superintendent of safety.

SAN FRANCISCO

Tina Phillips, Ruth Stone

ROBERT W. HELRIEGEL, marketing docket clerk, returned to his desk in August from a 9-country European tour, his third, this time mostly to visit friends in France, Austria and Germany. Highlights were attending orchestral and operatic performances and visiting art museums. Bob traveled extensively by Eurailpass which



Picturesque walled town of Saint Paul de Vence Bob visited on the French Riviera.

he found excellent, with most lines electric powered. One bus trip from Nice to Grenoble via "Route Napoleon" through magnificent mountain region was excellent, as were trips through the heart of the Austrian and Bavarian Alps. Bob crossed the Atlantic by Italian liner, with stops at Madeira, Lisbon, Casablanca, Majorca, Naples and Genoa enroute to Cannes. He returned via the French line to New York, and recommends it.

M. L. NORMAN, staff assistant-personnel department, clipped from Bill Fiset's column in the August 30 edition of the *Oakland Tribune*, this item: "Some guys are all business. Piedmont's LEO DELVENTHAL is with Western Pacific [manager-market development] and has auto plates saying "SHIP WP."

The Little Wedding Chapel at Rough and Ready, Calif. was the setting for the wedding of JOSEPH M. DYER, network attendant, management services department, and Patricia Florence Boling on June 24. A reception was held in the Grange Hall in Rough and Ready, home of the bride, after which the couple left by



The Dyers prepare to cut wedding cake



Left: Althea Briggs, Madeline Cooney and Lynn Martin arranged cake 'n coffee party for Frank Thompson. Words on blackboard duplicate those on the cake—"The mail CAME ALWAYS through on time."

Below: Encircling Duey are Pattye Hand, Darrell Jennings, Bill Knarr, Gertrude Pohndorf, of P&M department.

camper for a honeymoon trip in the Northern California coastal area. Our best wishes for their happiness!

Well wishers shared cake and coffee with DUEY KERPER on August 31 when he left WP to become manager-planning and value analysis for the Southern Railway at Washington, D.C. Duey came to WP as systems analyst in February 1964, entered the purchases & stores department in May 1965 and had been manager-purchases & materials since May 1971.

FRANK B. THOMPSON retired as mail truck driver on August 31 after 25 years service with WP. Like the mailman who hikes on his day off, Frank plans to continue driving a truck, only now it will be in a new camper with his wife, Frances, touring the U.S., Canada and Alaska. There will be a slight interruption beginning November 17 for a 14-day tour to Mexico on the Princess Italia.

Taking over for "Tommy" in the mail room is EDDIE CHEW, former marketing department clerk.

The WP Highballers, bay area slow pitch softball team, improved last year's record in the Alameda Recreation League this summer, winning six with four losses. Two of their wins were over the fine Del Monte team. WP team members are: PETE BLAS-



KOWSKY, FRANK BROGDON, LOU FISCHER, JOHN FRIEDMAN, JOHN GIOVANNONI, JOHN KELLY, JOHN LORDA, PHIL MARQUIS, CHARLES MCNEAL, BILL MCPHAL, BEN PARADES, RON TOFANELLI, DICK TOWNSEND, and BILL SCHMIDT. Assisting the team were Schmidt's brother-in-law, Frank Perez, and Jim Tham, former WP employee.

OAKLAND Lu Wheeler

Congratulations and best wishes to MARY HODGHEAD, former trainmaster's clerk and MILEPOSTS' correspondent, who became Mrs. Gary Morgan recently. They are now living in Iowa

(Continued on Page 23)



In Memoriam

Celso M. Attlano, retired Sacramento Northern watchman, Pittsburg, June 1972.

William H. Brown, retired locomotive engineer, Medford, Ore., July 12.

Harold R. Carles, locomotive engineer, San Jose, September 13.

Martin D. Coughlin, retired stock clerk, Sacramento, July 1.

Robert L. Easley, retired Sacramento Northern carman, Paradise, July 1972.

Paul F. Faust, retired fireman, Albuquerque, N.M., date unknown.

Ruby C. Gore, retired marketing secretary, San Francisco, May 1972.

Oliver J. Hill, retired locomotive engineer, Boise, Ida., July 28.

Howard R. Hudson, retired B&B helper, Clearlake Oaks, June 1972.

Pardon W. Jordan, retired conductor, Stockton, September 11.

Demetrios H. Koukis, retired carman, Greece, May 1972.

Charles N. Luckart, retired building inspector, Salt Lake City, June 1972.

Donald R. Ragusa, locomotive engineer, Oakland, August 31.

George Rickman, retired laborer, Los Angeles, April 1972.

William F. Stevens, master mechanic, Elk Grove, June 30.

Owen S. Thomas, retired conductor, Salt Lake City, August 31.

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Milepost 227: Maury Crespo, engineer MW&S at the time, checks track on lower deck of West Branch bridge over Lake Oroville about 40' below track. State Highway 70 on upper deck.

WESTERN PACIFIC MILEPOSTS
526 Mission Street
San Francisco, CA 94105
Lee Sherwood, Editor

Member Assn. of Railroad Editors



SEPTEMBER-OCTOBER 1972

OAKLAND . . .

where Gary is attending the University of Iowa.

Much happiness is also wished for Yardmaster FRANK D. WEBB and HELEN JUSTIN, former California Zephyr zephyrette, who were married at Lake Tahoe on July 9 and honeymooned there. They are now living in Union City.

Our sincere condolences to the family of Engineer DONALD R. RAGUSA who died of cancer at the age of 36 on August 31 in Oakland. Among survivors are his father, MARIO RAGUSA, and a brother, M. J. RAGUSA, JR., both engineers.

We were also sorry to learn of the sudden death of Engineer HAROLD CARLES in San Jose on September 13, and extend sympathy to his family.

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RAILROAD
LINES



AAR board gave go-ahead signal for first step to create expanded nationwide computerized freight car information system linked from Washington, D.C. to computers of all railroads, extending 5-year-old TRAIN network.

* * *

Civil Aeronautics Board ordered 12.9 percent increase in subsidies to eight regional airlines retroactive to July 1, 1971 providing \$65.4 million annually for carriers.

* * *

Meanwhile, the railroads have until about the first week of October for action on its nearly two-year-old proposed Surface Transportation Act by Congress before it adjourns to fight the election, with hopefully a brief grace period if Congress reconvenes after Election Day.

* * *

Department of Transportation's Linear Induction Motor Research Vehicle hit 187.9 miles an hour (highest speed recorded for magnetically propelled train) on Pueblo, Colo. test track in September, which only its short 6.2 mile length prevented vehicle's potential of 250 mph.

* * *

Between January 1, 1948 when Britain nationalized its railroads, and December 31, 1971, railroad employment fell from nearly 650,000 to about 175,000; and a deficit equivalent to almost \$100 million is expected this year and again in 1973 even though passenger fares were raised 7.5% and freight rates 2.5% this September, a Transport Minister told the House of Commons.