

WESTERN PACIFIC
Mileposts

**APRIL
1969**



**THEY COME IN ALL
SIZES—Page 8**

He's Closing the Gap—Page 4





Sincere Thank You!

Mr. L. D. Michelson:

With operations returning to normal after the severe weather and other disruptions we have experienced since the first of the year, I want to express my admiration and appreciation for the manner in which your operating and maintenance forces met and overcame those problems.

Typically, this was a team effort of the kind we have learned to expect from our fine employee group, but the effectiveness of any team depends on the hard work, enthusiasm and excellence of its individual members. In this case many of them—officers, supervisors, train and enginemen, track forces, signal and communication men, carmen, and others—worked skillfully and effectively for long hours under the most trying, uncomfortable and often dangerous conditions to keep our railroad open and operating.

Please pass on to all of them my sincere thank you!

M. M. Christy

COVER PICTURES

(Upper left) Cliff Emerson takes close look at tie-down chains which, if improperly installed, could damage cars in transit.

(Upper right) These hard hats are free for mechanical, bridge and building, and maintenance of way employees. They're a great investment. Wear yours. Could save your life!

(Lower) These transformers just pulled from Federal Pacific Electric's plant at Milpitas will cross country by Western Pacific.

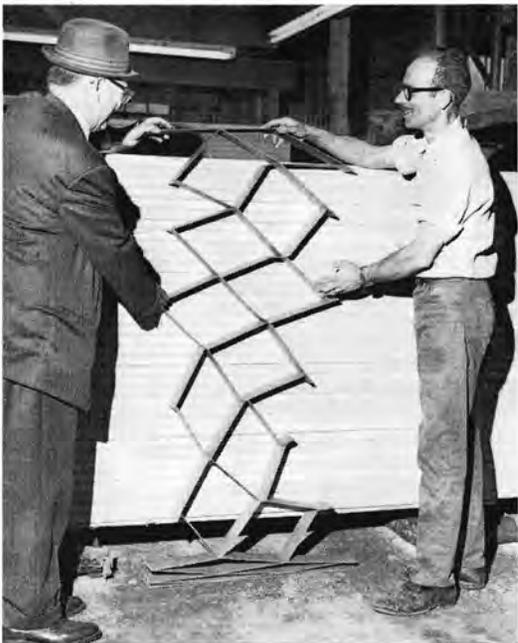
Jr. Engineer Ray Santiago walks main line with survey instrument as B&B Supervisor John Howard and Foreman J. E. Morris check slide area at Milepost 278 near Paxton. Workers at right begin to clear track. Photo by Assistant Engineer Don Dali.



Cliff suggested Operator Bob Pittman insert plywood under strap to prevent cutting hollow core doors at Stockton Door Co. plant.

* * *

Ernie D. Giuseponi, Stockton Door Co. co-owner, and Cliff work out plan to use door core fillers to fill void crosswise of freight car door to help prevent movement.



HE'S CLOSING THE GAP IN FREIGHT DAMAGE

With all the many shapes, sizes, and types of freight shipped by rail today, it takes someone with experience and know-how to devise proper packaging and loading methods that will help prevent shipments from damage.

W. C. Emerson, WP's loss and damage prevention officer, has that ability. He devotes his entire efforts assisting customers and WP forces in damage prevention. His guidance is highly respected and warmly received, as is his experience of nearly 41 years with WP, mostly in transportation and freight claim work.

Cliff's territory is unlimited, as are his services. He could fly east one day to help a manufacturer develop a better packaging unit, and return the next day to assist workmen in stacking a load or bracing a high-wide piece of machinery. He quickly spots defective bracing, load protection devices, or tie-down apparatus.

Cliff is frequently called upon for talks or demonstrations or to chair a damage prevention conference.

If freight is worth shipping, Cliff believes it's worth shipping the right way!



A call at Tri-Valley Growers at McHenry on the Tidewater Southern gave Cliff an opportunity to discuss canned goods loading. Present were TS Agent Dan Goderum, Modesto, T-V employee Eke Amescua and Warehouse Manager Dick Burleson.

* * *

One suggestion offered by Cliff was replanning the doorway pattern for better placement to avoid damage during loading of the car.



WP Stationmaster Angelo Guilio and Cliff study appearance of first shipment of bag sugar using slip-sheet method for palletized movement.

* * *

Cliff points out to WP Checker H. G. Henneman the best uses of protective materials to prevent chafage between units of cased sugar.





At Milpitas Cliff and Lead Carman Ed Churchill measured Federal Pacific Electric Co. transformers for high-wide load clearances.



They then checked and found that gusset plates were uniformly placed to best support and anchor the transformer to car deck.



Freight Claim Inspector Sam Razo learned that this fixture received by California Steam & Plumbing Supply Co., San Francisco, was broken when carton fell to trailer floor during move because first consignee failed to properly level load after removing his freight. Sam and Cliff agreed that better packaging could have prevented this damage.



Another example of improper packaging that caused damage to this tub. This has since been corrected by having shipper use a wooden frame to better distribute forces encountered while shipments are in transit.

* * *

This was not a planned check, but while en route to another inspection Cliff stopped to check tie-down method presently being used to eliminate damage which previously occurred on inbound shipments of Mail Trucks.

* * *

As shown on cover, Cliff continued his inspection of autos on three auto-rack cars.



Bob Henderson, trainmaster, Milpitas went over switch list with Cliff and explained new method of blocking cars to avoid excessive switch movements at intermediate terminals which tends to reduce freight damage. Seated are Chief Clerk Herb Singh (left) and Bill and Demurrage Clerk Steve Navarro.



"'Tis said that a man with many duties wears many hats." Great — for the man who has no need to protect his head from injury. But, there's only one kind of a hat for the man whose duties might require him to be in areas where a cap or soft hat could endanger his life.

To provide each mechanical and roadway employee with the best possible protection from head injury, Western Pacific this month began distributing a well-designed, comfortable, hard safety hat that could be the best hat you ever wore. To get your hat all you have to do is sign a receipt — the hats are free of charge.

MILEPOSTS was in Oakland when Chief Clerk Hy O'Rullian and Personal Record Clerk Jim Quick arrived with a carload of hats, the first of 610 to be distributed to mechanical department employees. It was a colorful occasion, since the hats come in five colors. White for officers and foremen; blue for electricians; yellow for machinists; orange for car department employees; and green for boilermakers, blacksmiths, sheet metal workers, and members of the firemen and oiler crafts. Irma Piver, car department stenographer-clerk, collected the receipts as the hats were distributed. Mechanical employees probably won't for some time be able to shake hands

They come in all sizes, and could save your life!

with Hy and Jim, in appreciation, for they personally punched Dymo self-adhesive name labels and applied one to each hat for the 610 employees.

"We will have signs posted in all departments where the hard hats must be worn," said O'Rullian. "We will also have similar hats to be worn by school children and other visitors to our shops area as a precaution."

It was learned from Wilbur Anderson, head maintenance of way clerk at Sacramento, on advice from Division Engineer L. E. Lelevich, the first of 500 hard hats are now being distributed to bridge and building and maintenance of way employees west of Portola. These hats will be white for foremen, and yellow for all other roadway employees, and will have a Western Pacific insignia on the front.

Any qualified employee who does not receive his hat reasonably soon should contact his supervisor.

It could save your life!



Laborer Pearlene Mumphrey received her hat from R. J. Bradley just one month prior to her 25th anniversary with Western Pacific. Her two brothers, E. Mumphrey and R. F. Mumphrey are firemen-oiler crafts laborers.



Hy O'Rullian checks to make sure an employee's name is correctly spelled. Irma said to Electrician Grimes "It looks just great!"

PEOPLE ON THE MOVE

The following personnel changes, effective April 16, were announced by Superintendent J. C. Lusar:

K. P. Wood, trainmaster, Stockton, to new position as assistant superintendent, Stockton.

M. C. McManus, trainmaster, Portola, to terminal trainmaster, Stockton.

R. R. Ahearn, yardmaster, Oakland, to assistant terminal trainmaster, Stockton.

C. M. Hammond, trainee, operating department, to assistant trainmaster, Stockton.

L. A. Washburn, trainmaster, Stockton, to trainmaster-road foreman of engines (Western Pacific and Tidewater Southern), Stockton.

M. E. Graham, trainmaster, Sacramento, to trainmaster, Portola.

K. J. Tinker, agent, Sacramento, to assistant trainmaster, Sacramento.

J. H. Conley, freight station, Sacramento, to agent, Sacramento.

They Have Retired

Daniel G. Brew, agent, Garfield, Utah, 33 years 4 months.

Edgar E. Ensele, store clerk, Sacramento, 27 years 5 months.

John Jessiman, track foreman, Sacramento, 31 years 6 months.

Wallace M. Sholl, locomotive engineer, Winnemucca, 44 years 9 months.

Albert Stadler, machinist, Sacramento, 46 years 3 months.

William H. Young, carman, San Francisco, 17 years.



Kicking off the mechanical department's "Hard Hat Day" at Oakland were: Lead Painter Rod Davis, Chief Clerk Hy O'Rullian, Painter Harry Jirousky, Personnel Record Clerk Jim Quick, Roundhouse Foreman W. Gault, Acting District Car Foreman R. J. Bradley, Carman W. J. Phelps, Electrician A. L. Grimes, and Stenographer-Clerk Irma Piver who collected receipts.



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
PUBLIC HEALTH SERVICE
WASHINGTON, D. C. 20201

REFER TO:
March 21, 1969

Mr. Walter C. Brunberg
Vice President, Traffic
Western Pacific Railroad Company
526 Mission Street
San Francisco, California 94105

Dear Mr. Brunberg:

This is in recognition of the noteworthy achievement of the Western Pacific Railroad Company in earning for the sixth consecutive year a Public Health Service Certificate of Sanitation on its operating dining cars during 1968.

At the same time, I want to express my appreciation for the cooperative attitude which your company and employees have maintained over the years toward our personnel. This relationship has contributed much in our mutual efforts to control the incidence of preventable disease.

Sincerely yours,

Albert H. Stevenson
Assistant Surgeon General
Chief Sanitary Engineering Officer

We Did It Again!

When presented with the above letter by Milton E. Held (third from right), regional program chief, bureau of community environmental management, U.S. P.H.S., Walter C. Brunberg, vice president-marketing (center) said: "I am asking the supervisors present to extend to their mechanical and dining car employees my appreciation for their fine efforts which made this tribute possible for the sixth consecutive year." Others present (l.-r.) are: Robert E. Gonsalves, director passenger sales; Richard D. Moore, Public Health Official; R. J. Bradley, acting district car foreman; Peter Y. Bengtson, P.H.S. sanitary engineer; William J. Powell, manager dining car services.



MILEPOSTS



Service Pin Anniversaries

March-April 1969

45-YEAR PINS

Harvey L. Naylor	General Clerk	Warner, Utah
Aubrey C. Strickler	Senior Engineer-Inspector	San Francisco

40-YEAR PINS

Raymond L. Ackeret	General Car Supervisor	Sacramento
James F. Drury	Chief Clerk-Car Records	San Francisco
Othot G. Hall	Conductor	Division
Arthur M. Nuzman	Signal Foreman	Hayward
Rolland F. Rickmon	Carman	Oakland
Alvin Skootsky	Car Demurrage Clerk	San Francisco
Leo P. Waters	Agent	Wendover

25-YEAR PINS

Edward G. Al Villar	Carman	Stockton
Eldridge Barnett	Fireman	Division
Homer G. Birdsall, Jr.	Brakeman	Division
Ferris J. Emerick	TCS Maintainer	Blairdsen
Eileen E. Frost	Clerk, Marketing	Sacramento
Betty J. Hill	Stenographer-Clerk	Oakland
Barbara R. Moffitt	PBX-Typist, Jumbo Clerk	Stockton
Claude V. VanHorn	Switchman	Division
William J. Walker	Lead Relay Repairman	Sacramento
Wilson O. Welsh	Waiter	Oakland

20-YEAR PINS

Shirly V. Lyons	Relief Clerk-Passenger	San Francisco
Frank E. McKinnon	Estimating Engineer	San Francisco
Peter J. Pedercini	Track Laborer	Division
Fred Pena	Track Laborer	Division

15-YEAR PINS

K. H. Crouse	Yardmaster	Oakland
F. G. Dominguez	Welder	Division
Louis R. Nuzman	Carman	Oakland

10-YEAR PINS

Carlos D. Albares	Extra Gang Laborer	Division
Andres V. Domingo	Brakeman	Division
Francisco B. Garcia	Track Laborer	Division
Gilbert M. McGarr	Brakeman	Division
Danta A. Menicucci	Brakeman	Division
Bobby J. Morris	Brakeman	Division
Kenneth E. Niemeyer	Switchman	Division
Dennis M. Robertson	Switchman	Division
John W. Streck	Chief-Passenger Sales	San Francisco
Manuel Tinoco	Laborer	Division
Mark O. Williams	Brakeman	Division
Gordon O. Wilson	Brakeman	Division
Larry C. Wright	Brakeman	Division



SACRAMENTO STORE

Al Dabbs

Very best wishes to EDGAR ENSELE, who retired as control clerk at Sacramento on January 31. Ed had over 28 years service, all at Sacramento store beginning as laborer. He worked his



"Our best wishes for a happy retirement," Nino Poncioni (left) told Edgar Ensele.

way up to store helper and section stockman before becoming control clerk. A luncheon was served in our conference room in Ed's honor, attended by all our personnel as well as AL KASPER, manager of purchases and materials, BILL FUNK, buyer from San Francisco, and retired Manager of Stores HENRY J. MADISON. A huge cake with "Happy Retirement,

Ed" on the frosting was carved by Ed and requisitioned to all present. Among several gifts was a wallet with a new \$100 bill from his friends and co-workers, presented by Storekeeper-Chief Clerk NINO PONCIONI. FRANK BROGDEN, assistant manager of materials, presented Ed with a certificate of merit for his long and loyal service.

Best wishes to JAMES MADISON, who replaced EDGAR ENSELE as stock control clerk.

KEDDIE

Elsie Hagen

It's good to be back at work again and be able to write this column in time after an absence of six weeks from a bout with the flu and surgery in Plumas District Hospital on February 10.

Frances Krause, wife of Conductor JACK KRAUSE, was my room mate following her surgery which made our stay more pleasant. Frances is home and getting along fine.

RALPH LUZZADDER, retired locomotive engineer, spent a week in the hospital but is now at home in Indian Falls.

Robert Hanley, son of retired Agent PETE HANLEY, returned to San Jose after having worked in our new museum in Quincy. We think our heavy snows this winter, one of our worst since 1952, helped Robert to make up his mind to return to warmer climate.

We had a report that Conductor ALDEN THOMAS is recovering from

injuries from an auto accident and was in very serious condition. He has been working recently in Stockton.

Our deepest sympathy to the family of Conductor JAMIE BURROWS, who died of a heart attack near Herlong while on duty. Funeral services were held in Quincy. He is survived by his wife, Eleanor, a daughter and a son.

It is with much sadness that we have to report the death of Engineer CLARENCE BANCROFT on March 15, which leaves a great void in the hearts of his family.

Quincy will soon have a college, negotiations having been authorized by the Peralta Junior College's board of trustees for the purchase of a modified 133-acre site near the Quincy Hospital for the Feather River College campus.

WENDOVER-SALT LAKE CITY

Esther A. Witt, J. B. Price

Retired Switchman EUGENE T. "BARNEY" LAVELLE, whose birthday falls on February 28, had a very unwelcome birthday gift to arrive on the eve of February 27 in the form of a heart attack. We are happy to report that he is now at home and making a gradual recovery which will take several months. We do hope that good health will be his and that he will take it easy so as to enjoy his retirement to the fullest.

Retired Signal Maintainer THEAS N. GARFIELD and his wife, retired Waitress ESSIE MAE, spent the month of February visiting relatives and friends in Nevada, California and Arizona. They also crowded in a short visit to Old Mexico.

Miss Karrelyn Larsen and Robert C. Heitkamp, Jr., son of Conductor and Mrs. ROBERT C. HEITKAMP, SR., exchanged nuptial vows on February 8 at St. Ann's Catholic Church. A wedding luncheon at the Lamplighter was given by the bridegroom's par-



Mr. and Mrs. Robert C. Heitkamp, Jr.

ents. A reception at the Lamplighter further honored the couple. The bride, who had attended LDS Business College, is a daughter of Mr. and Mrs. Harvey Larsen, of Edgewater, Md. The bride's parents entertained at a dinner at the Hawaiian. The bridegroom will be graduated in March from the University of Utah with a B.A. degree in accounting. He is a member of Delta Sigma Pi.

OAKLAND

John V. Leland

We regret to report the death of PETRUS A. VAN DEN ENDE, marine deckhand, on February 20 at Hoover Pavilion Hospital (part of Stanford Hospital) in Palo Alto. Pete had been ill for about five years, having inherited a blood disease. He had received over 700 units of blood by transfusion during the course of this malady until the foreign blood he was receiving finally affected his liver and spleen. He is survived by his wife, Jeanne, and an adopted daughter living elsewhere.

We miss having around our District Car Foreman DAVID "SCOTTY" LAIRD who has not been feeling well for some time. "Scotty" says he just isn't

(Continued on Page 15)

Letters Received

In Appreciation

The family of Sheldon Ferd Dorius wish to thank all of his friends who have been so kind in their expressions of love and sympathy at this time.

Mrs. Merle Dorius
1717 Kearney Street
Petaluma, Ca. 94952

* * *

On First Train

Will you please change my address for MILEPOSTS from Redding, Calif. to 1931 Happy Valley Road, Space 15, Anderson, Calif. I am one of the old timers that went to work August 22, 1910 in passenger train service with Conductor Stevens, Brakeman Estrader, and Engineer Mike Boyle. I am now going on 82. There are not many of the boys around from the old days on the WP.

F. E. Farley
1931 Happy Valley Road
Space 15
Anderson, Ca. 96007

* * *

Willing People!

I have misplaced the card of your photographer who took the picture of me and Zephyrette Nancy Gephart when I made a recent trip to Denver, but I certainly want to thank him for the fine picture he sent me.

As a customer may I thank your Company for the many courtesies and most friendly treatment I received on this trip — you folks know how to run a railroad!

Amos R. Kanaga
Food Pak Corporation
2242 Palm Avenue
San Mateo, Ca. 94403

Beyond Call of Duty

My wife and I would like you to know of the very kind efforts made by Arthur E. McNally of your Oroville depot in obtaining our tickets and for his further service "beyond the call of duty." This included making an appointment at the beauty shop for Mrs. Beil, and looking after our camper. We also enjoyed very pleasant treatment by all crew members during our trip on the *Zephyr*. I would hope that your management is aware of these extra efforts made by WP employees toward making your customers happy and that it may cause them to reconsider taking off your wonderful train.

Walter and Bobbie Beil
247 Ocean View
Newport Beach, Calif.

* * *

Grateful

I would like to thank the many, many friends who wrote, called, and came to see me while in the hospital and recuperating at home from an injury suffered in February at Paxton. I am most grateful for their thoughtfulness which will be most reassuring during my extended recovery.

Pat Sullivan
6870 Buena Terra Way
Sacramento, Ca. 95831

* * *

"Thank You!"

With deep appreciation I say "Thank You" to my friends and fellow workers on the Western Pacific for the nice gift that was presented to me on my retirement. A special "Thank You" to Roadmaster T. A. Merritt and to Track Inspector Mat Higley for their thoughtfulness, and the delicious dinner that my wife and I enjoyed so much. I have enjoyed working with all of you and will long remember your kindnesses.

Walt and Emma Smith
138 West 2nd South
Tooele, Utah 84074



In Memoriam

James T. Burrows, brakeman, Cromberg, Ca., March 19.

Walter F. Damaske, retired brakeman, Oroville, March 28.

David I. Damon, retired Sacramento Northern conductor, Sacramento, February 1969.

Walter P. Dewitt, carman, Sacramento, March 26.

Clarence J. Hatcher, retired Sacramento Northern locomotive engineer, Carmichael, date unknown.

Joseph E. Larson, retired electrician, Oakland, February 1969.

Fred W. Roberts, retired Sacramento Northern brakeman, Sacramento, February 1969.

George C. Rutan, retired Sacramento Northern motorman, Chico, February 1969.

George E. Salzman, retired machinist, Oroville, date unknown.

William W. Smith, retired roundhouse foreman, Stockton, February 25.

Harry J. Sutherland, retired tax commissioner, San Francisco, March 19.

Pete Taswles, retired section foreman, Areia Nafplion, Greece, date unknown.

Caboosing ...

(Continued from Page 13)

feeling well enough to get back on the job although he is at times feeling too well to remain idle at home. And it probably doesn't make him feel any better to know that his golf game is suffering, too! Hope to see you back soon, Scotty.

Meanwhile, R. J. BRADLEY is taking over "Scotty's" duties as acting district car foreman, ably assisted by Stenographer-Clerk IRMA PIVER, a big help to any office.

(Editor's note: JOHN LELAND'S column is a little short this issue as he has been absent from work because of illness for about three weeks. This is probably the first time John has not completed a MILEPOSTS' deadline since he became correspondent about 10 years ago. His knowledgeable assistance is also missed by his two bosses, Terminal Trainmaster ANDY STENE and Trainmaster F. D. WEBB.)

VOLUME 21, NO. 4

APRIL 1969



Milepost No. 192: One mile from Craig; and midway between Marysville and Oroville.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors

APRIL 1969

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Return 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



Union Pacific creating new management section — Schedule Control — to monitor all train movements and to provide capability for “fast-action decisions . . . to guarantee on-time delivery of critical freight.”

* * *

A main-line test track, jointly planned by Santa Fe and DOT's Office of High-Speed Ground Transportation, to be installed this year either in eastern New Mexico or about 40 miles northeast of Wichita, Kans., may have eight different types track-supporting structure, each about 1,000 feet long.

* * *

Illinois Central's “Hustler” service for premium-service / premium-price container operation between Chicago and New Orleans competitive with air freight shipments, and has service guarantee.

* * *

Canadian Pacific will have next year North America's most powerful single engine diesel locomotive, an Alco-designed, 6-motor, 16-cylinder, with experimental output of 4,000 h.p.

* * *

This year's observance of National Transportation Week, May 11-17, highlights big job U.S. railroads do 24 hours a day, 7 days a week, in moving nearly half of the nation's goods and millions of people each year.