

WESTERN PACIFIC
Mileposts

JANUARY 1971



Heading into a NEW YEAR

At the start of each new year, many Americans take it upon themselves to set forth their New Year's resolutions. This has not been a past custom of mine, but with the changing times I am making some serious resolutions for 1971 to share with you.

I resolve to:

... Adopt the simple logic stated by Abraham Lincoln (December 1, 1863) . . . "In times like the present, men should utter nothing for which they would not willingly be responsible through time and eternity."

... Continue to look beyond those who smile pleasantly and each Monday morning ask me if I've played golf and did well on the weekend, to those who may be scowling, spend miserable weekends working, but will come in at seven o'clock some Monday morning with a plan that will double our freight revenues or slice our costs.

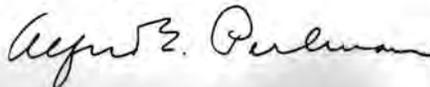
... To judge people by what they are, what they can do, what they have to say—these judgments are far more important than whence they came, where they live, or what they look like.

... To be proud of my work and, with that pride of accomplishment, to eradicate apathy, indifference and detachment wherever it is found.

... To improve all channels of communication between departments, between labor and management, between directors, and between our shareholders.

These are not easy resolutions, but success with these can only mean success in our objectives for the New Year.

I wish you well!



ASTRO Countdown... for America's Railroads

Time is ticking away in a grim countdown for America's railroads. They're in deep trouble.

Every American has a pocketbook interest in the "railroad problem" because transportation is an element in the price of just about everything we use or consume and railroads are the backbone of our transportation system.

Railroads move more intercity freight each year than trucks, barges and airplanes combined. By 1980 they will haul over one trillion ton-miles a year, at least one-third more traffic than now. Yet, railroads are shackled in their efforts to compete, as billions in public funds have long been lavished on other forms of transportation facilities while railroads have paid their own way. Because a national transportation policy has not kept pace with the times many railroads have exhausted financial resources in a struggle to keep pace with progress and stay in business.

The nation's railroads have proposed a program of created federal involvement to meet their crisis, calling for a national policy that treats all forms of transportation evenly. It was developed by America's Sound Transportation Review Organization (ASTRO), established by the Association of American Railroads to make an exhaustive study of present problems and future needs. ASTRO's recommendations were unanimously adopted by the AAR's directors, railroad presidents, and agreed on in principle by labor leaders, and an-

nounced in Washington by George A. Smathers, ASTRO general counsel and former U.S. Senator from Florida, and Thomas Goodfellow, then AAR's president and now chairman.

To provide the facts so you can reach your own conclusion, here are answers to many questions about ASTRO and its alternative—nationalization of the railroads.

Q. What is the most critical railroad problem?

A. The industry is rapidly losing its ability to find the money it needs for modernization and growth.

Q. What does this need amount to?

A. ASTRO assessed the industry's capital requirements through 1980 at \$36 billion. Given the chance that ASTRO proposes a reviving railroad industry could handle about three-fourths of this.

Q. How would the \$36 billion be used?

A. Part of this money is required to overcome some railroads' past deficiencies; the bulk is to keep pace with present and future needs. About half is needed for expansion of freight car fleets; \$6 billion for new locomotives and modernization of others; \$5.8 billion for rail and tie installations; other capital expenditures are estimated at \$6 billion.

Q. Why can't railroads borrow the money they need?

A. Some can but interest costs are double what they were 10 years ago. Others can't because of current depressed financial conditions.

(Continued)



A 921-A with snow nose-plow comes out of Williams Loop leading 72 cars, most of which will run to Bieber as the Second #54 from the "High Line" junction at Keddie.

FRONT COVER PICTURE

The business end of a WP rotary snow plow awaiting an approaching winter storm, as seen through a 35mm superwide-angle lens.

—Ted Benson photos

Q. What kind of "federal involvement" is proposed?

A. ASTRO suggested a number of ways for government help. Most don't involve money outlays. Some call for loan guarantees, others for loans and advances requiring repayment. Many concern only regulatory approach and tax policy changes.

Q. What are some specific proposals?

A. Government guarantee loans for new equipment; low interest loans for types of freight cars in short supply; restoration of tax credits on new equipment purchases; a non-profit corporation to acquire a "free-running" fleet of general purpose freight cars to relieve shortages.

Q. Isn't any public money involved other than for loans and advances?

A. Yes, but a drop in the bucket compared to government expenditures on facilities for other transportation modes. ASTRO proposes a single transportation trust fund with railroads contributing through a user tax from which railroads would receive \$400 million a year for maintenance-of-way and plant improvements, seemingly justified by publicly financed "ways" used by competitors. ASTRO also suggests that government provide \$100 million a year for cooperative research in both passenger and freight fields, just 12 percent of its transportation research and development funds. The federal government will spend \$290 million in the next 12 months on supersonic transport!

Q. Would a single transportation trust fund be in the public interest?

A. This type fund would assure that tax money is spent where it will accomplish the most to solve overall transportation problems. Where rail transportation can be used to ease highway congestion it becomes a good investment for the motorist and the general public.

Q. What does ASTRO suggest using more highway money for grade crossings?

A. Federal authorities have long recognized grade crossing safety as essentially a highway problem. States are authorized to spend 10 percent of their trust funds for crossing separations or protective devices, but most spend only a fraction of available funds. ASTRO proposes that full use of available money be required and that part used on state and local roads, the most hazardous crossings.

Q. What kind of regulatory changes are asked?

A. Mostly to give shippers and the public truly competitive transportation—to let railroads operate more like other businesses. ASTRO recommends: that railroads be given more freedom to eliminate losing freight services; be permitted to lower rates on certain commodities to attract new business for increased earnings; that state rate regulations be eliminated as an undue burden on interstate commerce; that bars to the development of intermodal transportation

WP supports ASTRO

"The ASTRO report is the most constructive program the railroads have had in many years," said President Alfred E. Perlman, "and Western Pacific will take an active role toward helping to make it a success."

As a start, WP will participate in a nation-wide speakers' bureau to carry the story to civic, shipper, educational, the press and others. WP's support will be limited to cities and areas along the railroad. Chairman B. E. Pedersen, is coordinating a representation of employee speakers to begin the program in Feb.

companies be removed; that selective removal of minimum rate controls be tried experimentally to see if such controls are really needed; that a single authority be created to regulate all forms of transportation with an even hand.

Q. If the ASTRO program is adopted will it lead to lower freight rates?

A. Yes, on selected commodities, but many factors, not the least being inflation, enter into this question. Most businesses can increase prices when inflation hits, and railroads must be able to adapt to changing economic conditions, too. ASTRO suggests a general rate increase of up to 6 percent each year without government interference until railroads achieve an adequate return on investment.

Q. What does ASTRO propose concerning passenger service?

A. It broke this down into commuter, corridor, and other intercity service and proposed government-industry partnerships to operate and improve needed commuter services; recommended further experiments in corridor service with greater federal assistance; and endorsed a plan to put all intercity passenger train operations under a single corporation.

Q. If such a corporation takes over passenger service, why not freight as well?

A. Passenger service can be taken over and improved at much less cost to the public. Railroads will provide the operating facilities and a large part of the initial financing. The corporation, operating under a new set of government ground rules, would tailor passenger services to the public need and willingness to pay. Government operation of freight service would necessitate a complete takeover of the railroads at tremendous cost.

Q. Since land grants helped build railroads, why can't the government just take the land back?

A. Only 10 percent of the national railway network was built with the help of federal or state land grants. Where involved, and in other rare instances where aid was extended, repayment was made, usually many times over, and are privately owned but subject to heavy taxes.

Q. Haven't railroads complained about state and local taxes?

A. They've been glad to pay their share of school and other government costs as long as they could. The big complaint is they've often been taxed at higher rates, deliberately discriminatory, than other property owners. ASTRO suggests federal tax-sharing with state and local governments to reimburse them for eliminating present property taxes on railroad operating facilities.

Q. Wouldn't nationalization solve most railroad problems?

A. It hasn't elsewhere. Luis Armand of France, noted transportation authority, has said: "Government takeover is pointless. It solves no problems. It merely transfers responsibility for them. Europe's experience shows how badly this can be in all too many cases." An example of this in the U.S. was government control during World War I when the cost of railroad operations to U.S. taxpayers was \$2 million a day and plant and quality of service deteriorated badly.

Q. Why do other countries have nationalized railroads?

A. In most cases takeover was in times of distress because railroads were recognized as essential. Once made the choice can't readily be undone despite high taxpayer costs.

Q. Don't nationalized lines provide better service than U.S. railroads?

A. Comparisons are difficult because of differing circumstances. U.S. railroads are freight oriented, providing twice the ton-miles as the national

(Continued)

systems of Japan and Western Europe combined. Their railroads operate in much smaller, more densely populated areas, emphasize passenger service. Their traffic bulk corresponds to U.S. commuter or "corridor" service, an average trip of 22 to 25 miles.

Q. How do nationalized lines fare financially?

A. They operate on an average 20 percent deficit in Europe and Japan. A similar deficit by U.S. railroads would amount to more than \$2 billion a year, payable by taxpayers.

Q. Are other transport modes nationalized in other countries?

A. In most countries airlines are nationalized, motor carriers in some. Where not, operations often are restricted in various ways to insure they don't divert too much traffic from the railroads.

Q. What would it cost the government to take over U.S. railroads?

A. Estimates run as high as \$60 billion, based on market value of property, facilities and equipment. If payment were made in government bonds, interest would add billions of dollars to the cost; needed capital improvements would cost billions more.

Q. What would ASTRO's proposals cost the government?

A. It's anticipated, in time, the government would recover its investment through taxes resulting from business gains by the revitalized railroads. A helping hand, not a handout, is needed. Railroads can regain financial health with reasonable government help during their present crisis and long-range policies that treat all forms of transportation alike.

Conclusion

If railroads are to keep pace with the times and achieve their full potential in service, they must be brought into the transportation system and treated as equal partners.

PEOPLE ON THE MOVE



O. L. Hocker

Standard Realty & Development

Effective November 1, 1970, O. L. Hocker was appointed general manager of Western Pacific's subsidiary, Standard Realty & Development. He was formerly assistant to director of industrial development for the railroad, and now succeeds Robert W. Harlan, retired.

"Dick" was born on November 30, 1927 in Roseville, Calif. After completing high school there, he attended Heald's Business College in Sacramento and in 1947 became office manager for Valley Express. He was rate clerk for Bishop & Bahler, Sacramento, during 1949 and 1950, and joined Western Pacific in 1951 as chief clerk in our Sacramento sales office. He took that title with him to Oakland in 1953, and later that year and for the next four years he was a sales representative.

"Dick" entered the industrial development department as chief clerk in 1957 and became assistant industrial agent in 1959. In 1961 he returned to marketing on special assignment as sales promotion assistant for about one year, then resumed his former position in 1962.

He served in the U.S. Navy during World War II, and in 1959 he married the former Bea Carrillo, then secretary to the director of industrial development. With them in their San



Harold Klein



A. J. Bugni

Lorenzo home are three children, Richard, Michael, and Laura.

"Dick" is a great golf competitor and frequently scores in the mid to high 70's when putts drop.

Industrial Department

Harold Klein assumed the duties as assistant to director of industrial development formerly handled by O. L. Hocker.

Hal was born in Colusa, Calif. on September 6, 1919 and received his high school education in Oroville. He majored in business administration at San Mateo Junior College and was first employed in 1939 with the Bodison Manufacturing Co. He left that firm in 1942 to serve as a pilot in the U.S. Army Air Corps flying for the Air Transport Command in the Middle East and India until his discharge in 1945. While in Egypt Hal furthered his education in a military service school.

He first worked for WP in the passenger department in December 1945 as a ticket clerk. He left that department as passenger sales representative in July 1962 to become a freight sales representative, went to New York in January 1966 as senior sales representative, leaving there in May 1967 as district sales manager to become marketing manager-food products at San Francisco. He became industrial representative in September 1968.

Hal presently is president of the Citizens for Excellence in Education, and president and director for the Palo Alto Republican Assembly. In 1962 he served as a loaned executive for United Crusade and in 1958 was director for a Boy Scout Council.

Hal and his wife, the former Patricia Wheeler, live in Palo Alto and have three sons, Harold S., 22, Andrew T., 19, and Matthew J., 9.

* * *

Arthur J. Bugni, former industrial representative, became assistant to director of real estate effective November 1, 1970.

Art, a native of Butte, Mont., was born on September 28, 1933. After completing high school there in 1950 he enrolled at Armstrong College in Berkeley. This year, Art received a BA degree in business management at the University of California's Extension School in San Francisco where he studied real estate law and real estate practice.

His first employment was as a steno-clerk for WP at San Francisco in September 1956, transferring to Oakland in January 1957. He returned to San Francisco as chief clerk for Standard Realty & Development Co. in June 1959, returned to WP as chief clerk, industrial department, in June 1963 and, since June 1965, has been industrial representative.

He was vice president of the San Francisco 20-30 Club in 1969 and is a member of the American Right of Way Association.

Art and his wife, Anne, were married in 1954 and have two children, Linda, 15, and Kelly, 10. The family home in Oakland has also been home for some 45 children during the past six years as the Bugnis are foster parents for Childrens Home Society of California. Presently they have a 2½ year old boy.



Listening to remarks by Bill Hoxsey, general chairman, Conductors, are (L-R) Tom Cutter, general chairman, Switchmen; Ed Churchill, local chairman, Carmen; and Jack Cooper, general chairman, Trainmen.

Opposite Page: It's a safe bet Safety was the topic for these mechanical department men as it was for others in background.

* * *
Those involved in transportation safety made a good thing of an opportunity to make some solid plans for improved safety.



Russ Porterfield, general chairman, Engineers, and Jim Brennan, WP's host, welcomed remarks on safety offered by Don Fuller, delegate, Masters, Mates and Pilots.



Left: A large representation from maintenance of way, signal and communication departments put heads together with their supervisors for a lively session on safe working habits. Those seated were waiting for a second discussion group to begin. For the benefit of some, Host Jim Brennan repeated his opening remarks in Spanish.

* * *
Opposite page: The audience enjoyed an 11-minute film "Ten Minutes" on off-the-job safety.



More Food for Thought

Following two successful "Eat and Meet for Safety" breakfasts, the first at Stockton on November 11, the second at Sacramento on December 15, the Safety Breakfast held at Oakland's Holiday Inn on December 16 for bay area operating employees continued the good results.

An example of the enthusiasm for the Oakland breakfast was shown when those attending were seated by 8:15 a.m. for the eight o'clock breakfast in spite of a heavy rain!

The breakfast was excellent, as was the following program, essentially the same as those before. Following the

breakfast, WP's host, Jim Brennan, manager-rules & safety, briefly outlined the program and introduced the general chairmen at the head table who made short talks about the significance of the breakfasts and the results that could be obtained.

The "Meet" part of the program was the highlight of the morning, giving everyone present an opportunity to rap with each other and their supervisors on all phases of Safety—ideas, suggestions, problems, improvements, good and bad safety habits—all aimed at reducing personal injuries and providing better Safety for one another.



Double award for 4th quarter PEP candidate!

After selecting a winner for the 4th quarter PEP Award, the PEP Evaluation Committee took some time to carefully evaluate the outstanding merits of all four quarterly winners before selecting the Annual Award winner. "We had a difficult time making a decision," said the committee chairman, "but we all were in final agreement that Jay Kump, 4th quarter winner, was most deserving of the Annual Award."

As a quarterly winner, Jay, electrician and electrician inspector at Elko, will receive five shares of Western Pacific common stock, to which will be added ten shares awarded the Annual Winner.

Jay, a 29½-year veteran, joined WP in June 1941 as a laborer. He advanced to positions as electrician helper in February 1942, electrician helper apprentice and set-up electrician in April 1943, and has held his present position since October 1945. During his nearly 30 years service, Jay has missed less than one week's work, has never reported late, and has never had a personal injury. He's available and willing to work whenever called, learns rapidly and is well liked by fellow workers. Jay is a self starter, dependable, and can quickly detect defects and make difficult electrical repairs.

His suggestion to save the Company money when welded rails were cracking during unloading, added an engineering department letter of commendation to his personal record for his design of a special elevator jig to eliminate the problem. Jay is a leader,



Winner Jay Kump. Photo by Henry Wallock.

and ready to lend a hand and offer suggestions to employees and supervisors. His own philosophy for success is "If I don't earn my money, I should not be here."

His contributions to community affairs are many. He has for the past several years worked hard for Cancer and Red Cross drives, and has donated 37 pints of blood to the Red Cross! Jay is chairman of the Elko City Planning Commission and a 10-year member. He has been an organizer and leader of the Babe Ruth Baseball League in Elko for 18 years, Nevada State director for four years, and a board member of the League's Pacific Southwest Region.

Jay holds a 25-year Boy Scout award for leadership, a Silver Pine Cone award, and numerous other Scouting awards. Jay and his two sons built "the No. 1 outstanding baseball park" in the State of Nevada at Elko, which carries the name "Kump Field." Major Nevada tournaments are, and will be, played there.

NEWS and VIEWS



Tracks disappear during December snowstorm at Milepost 21, Keddie-Bieber line, as seen by Trainmaster Glen Metzdorf.



Sales Representative Clark Van Orman and Chief Clerk Jack Streck claim they skipped lunch one December day for exercise at Lloyd Center Skating Rink in Portland. But for publicity, who wants to see two men eating?



Stockton yard was the scene of a party honoring four employees who retired in December with a combined service of just two months short of 130 years. Left-right are Clerks Ernest S. Moyes, No. 1 on seniority roster with 48 years 6 months; John M. Rustan, 34 years 4 months; and John G. Rose, 25 years 8 months; with Telegrapher Paul D. Phelps, 21 years 6 months. Among those attending the party were Vice President & General Manager D. L. MacLeod; W. A. Tussey, manager-personnel; T. R. Green, assistant manager-labor relations; M. C. McManus, chief train dispatcher; K. J. Tinker, manager-station services; D. J. Irwin, freight claim agent; and W. C. Emerson, loss and damage officer who took the picture.



A 50-year Service Pin was presented to Conductor Arthur W. Taylor following a luncheon in Reno with General Superintendent Ken Plummer (left) and Trainmaster Mel Graham (right). Art's service began as a clerk at Portola, September 1, 1920. He became brakeman in June 1925, conductor in July 1928, assistant trainmaster, Keddie, December 1941, trainmaster, Keddie, March 1943, trainmaster, Portola, March 1948, and returned to conductor in December 1950. Art worked both east and west out of Portola and on the Reno and Gerlack locals as conductor. He retired on November 14, 1970. Photo taken by Division Superintendent Jim Brown, Sierra District.



Caboozing

OROVILLE

Art Reichenbach, Jr.

(Editor's note: With the retirement of Correspondent Helen Small, this column will be kept active through the assistance of Agent Art Reichenbach, who will be happy to report news of our railroaders in the Oroville area.)

We talked to HELEN SMALL, former Correspondent and trainmaster's clerk, the other day, and were informed that there was not enough hours in the day to accomplish the many things she is doing. The accompanying photo shows Helen on



her last day at work with a beautiful cake from her many friends who also presented her with a monetary gift. Another long-time friend and will-

ing worker for our railroad, Conductor REINO H. ERICKSON, retired on October 10 and he is already accomplishing many of the plans he had made for his leisure time, including fishing in Lake Oroville. Our best to Ray!

Word has been received that Boilermaker TONY PITTS passed away in Missouri recently, and our sympathies go to his family.

Special Agent and Claims Agent E. L. MCCANN is back on the job again we're happy to say, after recovering from a throat ailment. It's good to have Mac around!

Your Correspondent and his wife became grandparents for the third time with the arrival of a daughter for DENIS REICHENBACH and his wife, Karen, on November 19. Denis, a former clerk at Oroville, is now with the U.S. Navy in Long Beach. We are proud.

Our thought for today: Have patience with those who disagree with you, after all they are entitled to their own stupid opinion.

A belated Merry Christmas and a Happy New Year from all of us to all of you wherever you may be.

NEW YORK

Bill Gurgurich

Our congratulations and very best wishes to SANDRA KASOLD, whose engagement to Richard J. Schmalz was announced by Sandra's parents re-



cently. A wedding is planned for next fall. Sandra is a graduate of East Meadow High School, and presently works as secretary to Don Schroen, manager-national accounts.

Your Correspondent, his wife, Sandy, and son, Paul, were recently blessed with the arrival of a lovely daughter, Cheryl Marie.

We all hope our railroaders enjoyed a Merry Christmas wherever they might be, and that 1971 will be good to all of you.

STOCKTON

Elaine Obenshain, Velma Prentiss

(Editor's note: Beginning this month this column will be reported by co-Correspondents. "I am happy to welcome Velma Prentiss as co-Correspondent. She is one of the 'old heads' around Stockton, having worked in the trainmaster's office before transferring to the mechanical department," said Elaine. Velma will welcome any news, including pictures, from the new diesel facility employees.)

Best wishes for a happy retirement to BARTOLO NAJERO, section foreman, who completed 34 years of service on August 31. He began as a section laborer here on July 10, 1936. Bart and Mrs. Najero have three daughters and eight grandchildren.

And a happy retirement to Engineer JOSEPH O. PATTERSON, who completed his service on November 30. He first worked for us on November 3, 1942 during WWII. Joe and Mrs. Patterson have one daughter and four grandchildren.

What a wonderful vacation for Judy Harding, daughter of Claim Clerk and Mrs. B. B. HARDING! Judy was chosen to represent Stockton in the "People to People High School Student Ambassador Program to Europe, 1970," and left San Francisco June 28 for Washington, D.C. for briefing and sightseeing, then to London on July 1. Before her return home on August 11, Judy had visited Amsterdam, Paris, Berlin, Munich, Vienna, Moscow, Leningrad, Stockholm and Copenhagen and returned to London. Stopovers were arranged both in hotels and in Homestays with local residents while enjoying sightseeing, theaters, social events, circus, ballet and sports campus.

Friday, November 13, was a lucky day for Clerk WILLIAM F. THOMPSON, whose wife presented him with a son, William Charles. Vieing for the honor of being born on a Friday the 13th was Gina Marie, daughter of Clerk and Mrs. JOHN G. GIOVANNONI. William and Gina were first-born for both families.

Welcome to ROGER M. VERHAEGE who was promoted to terminal superintendent following transfer from Milpitas; also, to ASHLEY P. SCHEUTZ, new district agent, and M. R. WHITTAKER and M. J. GOSNELL, promoted to terminal agents here.

Our deepest sympathy to Engineer R. R. WILLIAMS and family and to Engineer J. H. BELMONT and family whose wife, mother and sister passed away suddenly. Mr. Belmont and Mrs. Williams were brother and sister.

Congratulations to Della Ann Lovdal, daughter of Conductor and Mrs. D. A. LOVDAL, who exchanged wedding vows on November 22 with Richard J. Deluchi. Both are Stagg High School grads, and Richard also from Delta College. Both are employed in Stockton.

It has been over a year since our new diesel facility was completed and employees transferred here from Oroville and Sacramento. Now becoming adjusted, we no longer say "this is what we did in Oroville, Sacramento or Stockton." Other transfers were made this spring from Oakland after the Zephyr was discontinued.

Laborer LOU KEITH retired because of ill health after 27 years and five months with WP. She began her career at Oroville on October 2, 1943 and transferred here in September 1969. Lou was born in Scott County, Nev. and came to California when she was one year old. Her father moved the family to Oroville in 1918 after the death of her mother. She mined for gold in the Yuba River at Nevada City for three years in the early 1930's and also followed the fruit harvests in California for a few years. Lou has always enjoyed the outdoors—hunting, fishing and gold mining. While waiting to enjoy the outdoors again she has been learning to play a five-string banjo. Lou's twin sister, Laborer BESSIE GEORGE, also transferred here from Oroville.

We were all happy to have Blacksmith JOE DOTSON return to work after absence for some time because of illness. Joe works for the most part in the old roundhouse and enjoys whistling and yodeling while he works. He also does a beautiful imitation of a cat fight! You very seldom pass Joe without being offered a handful of candy.

Laborer ED ARMENDERIZ is recuperating at home from severe burns received in a gasoline fire at his home, and we wish him a speedy recovery.

Your new co-Correspondent became a grandmother on October 25 with the arrival of Robert King French, III, who scaled 5 lbs. 2 oz. While Spec-4 Robert K. French, Jr., is with the Army in Korea, grandma's daugh-

ter, Patty, and baby Robert, are at home awaiting Robert's return this coming Spring.

SAN FRANCISCO

Marge Brown, Ruth Stone

Congratulations to Senior Sales Representative WILLIAM E. GINTER, on his recent election as a director for the San Francisco Traffic Club. Bill was also the recipient in 1969 of a Distinguished Salesmen's Award from the Sales & Marketing Executives Assn. of S.F. presented to outstanding salesmen. Bill joined WP on Christmas Eve, 1945, as a clerk on the then Western Division.

HAROLD HANCOCK, former dining car department employee, now in office services department, had a houseful over the Holidays. Among the relatives was his nephew, Mel Renfro, Dallas Cowboys' great corner back.

Christine Ann Travins, daughter of Interline Switching Clerk and Mrs. TED TRAVINS, became Mrs. Frank George Adams on December 12 at Saint Agnes Church in Concord. A reception was held at Saranap Inn in Walnut Creek. Frank, an Army sergeant, has served in Greece, Korea and the U.S. They are living in Terra Linda.



Mr. and Mrs. Frank Adams



Sheila Lindsay, daughter of Transit Clerk and Mrs. CHARLES B. LINDSAY, was married to David Maiero on November 14. The happy couple left on November 24 for an extended honeymoon of three months to Fiji, Australia

and New Zealand and are having the time of their lives.

Very best wishes to LYNTON W. BROOKS and Rosemary Pfendt, who were married in a double ring ceremony in Los Altos on November 8. Lynton is transportation analyst, economics & cost analysis department, and Rosemary once worked for a short time in the freight claims department. They are living in Mountain View.

December 5 will be a most important date to remember for RONALD M.



Ron and Linda show their culinary talents

TOFANELLI, assistant freight pricing manager, and LINDA J. PINANA, Marketing secretary, who were married on that date at The Neighborhood Church Cathedral in Castro Valley where they now reside. Many relatives and friends bid them farewell and good luck as they departed from their reception at His Lordships, Berkeley, for a honeymoon at Lake Tahoe, San Diego, and Mexico.

ELKO

Henry Wallock

Best wishes to Machinist LEO REDANT who retired on October 20 after more than 33 years service with WP. Leo was born in Nieuwerkerken, Belgium on September 8, 1909. After arriving in this country he first worked for the Great Northern at Everett, Wash. in 1925 and went to Great Falls, Mont. in 1937. He joined WP in 1937. He plans to do some traveling including a visit to his homeland this year.

Deepest sympathies to Mrs. Iva Stoner, whose husband, HOWARD "STONEY" STONER died on December 8. "Stoney" was born in Grand Junction, Colo. on February 21, 1894, came to Elko in 1941 to work for WP until he retired in 1962. He was a veteran of World War I.



Milepost 217: Looking out across main line toward Chico in the far distance.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



JANUARY 1971

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RAILROAD
LINES

Transportation Secretary John A. Volpe says present trends indicate the U.S. will have to double its present transportation capacity within the next 15 years; predictions are a 300% increase in air passenger miles over the next 10 years, automotive traffic rising 50% by 1980, trucks hauling 50% more freight 10 years hence, rails, who have averaged about 38-million more ton-miles every day over last 30 years could have 25-30% growth if average continued over next decade.

* * *

Seaboard Coast Line, with 33% control of Louisville & Nashville, now proposes to acquire full ownership of L&N.

* * *

UP and C&NW inaugurate longest unit train in service to date hauling low-sulphur coal in 100-car trainloads on a round trip of 2,720 miles between Rock Springs, Wyo. and Oak Creek, Wisc.

* * *

Burlington Northern completed 60-mile, \$110 million line change under way since 1966 shortening old route in Montana by 14 miles with 7-mile-long-tunnel.

* * *

Heaviest load ever moved on U.S. railroads was 1,432,000 pound, 175 foot long, 13 foot wide turbine generator, carried on 22-axle jumbo flatcar between Pennsylvania and Georgia by Penn Central, Southern, Louisville & Nashville, and Seaboard Coast Line.