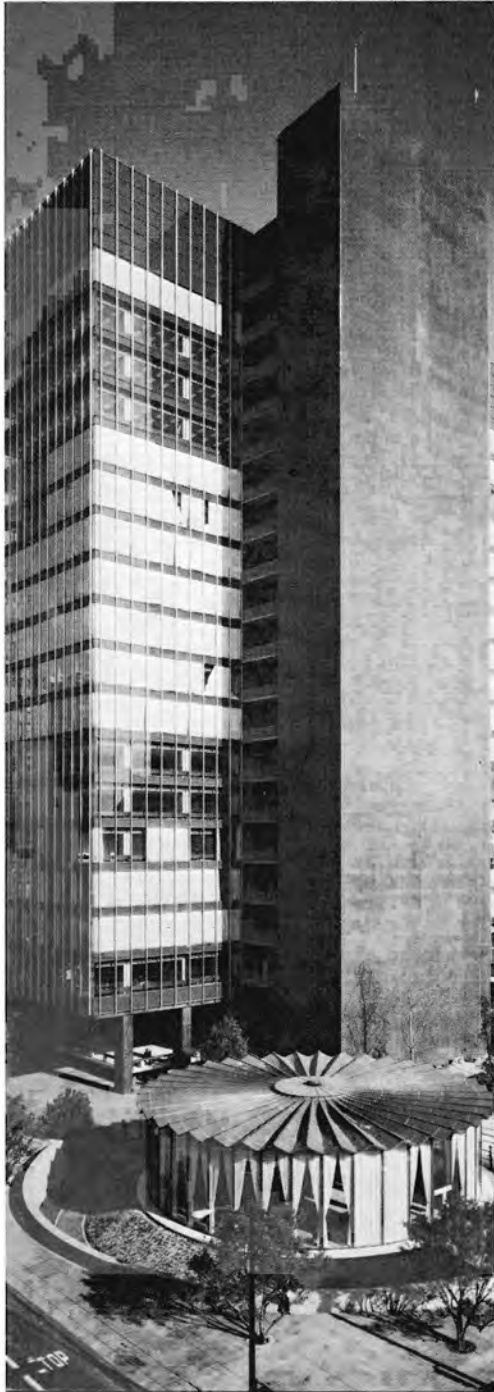
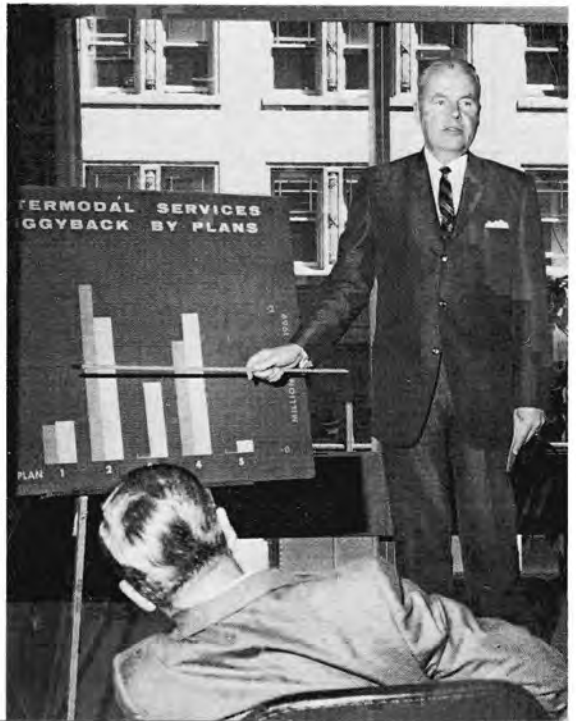


WESTERN PACIFIC
Mileposts

**JULY
1969**



**SHAREHOLDERS'
MEETING — PAGE 4**



This caused by ← *one automobile!*

The pileup of railroad equipment shown on the facing page, believe it or not, was caused by one automobile traveling at high speed over Hammer Lane grade crossing at 11:40 P.M. on May 28. The crossing, at Milepost 98.5 about 6½ miles north of WP's Stockton yard, is equipped with paired flashing lights (which were operating), plus high-intensity vapor lamp illumination.

Two freight trains were involved, the GWS-26 moving on the main line, and the 1-GGM-29 standing in Hammer Lane siding to meet the GWS.

The automobile struck and derailed the trailing truck of the 6th car behind the engine of GWS-26. The derailed truck shunted into the siding leading that car to a collision with the lead unit on the standing GGM, causing a general derailment involving 11 loads and 10 empties on the GWS, and both engine units and three loads on the GGM. A 31,000-gallon high-pressure car of Butane in the GWS caught fire which resulted in 16 cars being totally destroyed. The remaining eight cars and the two locomotive units were moderately damaged.

Miraculously there were no serious injuries.

COVER PICTURES

WP's annual shareholders' meeting was held on the second floor in the attractive Crown Zellerbach building. Photo by Morley Baer.
* * *

Corporate Secretary Logan Paine and Vice President—Finance Fred Tegeler listen intently as President Christy makes a report.
* * *

Vice President—Marketing Walter Brunberg used charts to supplement talk on revenues.

IT HAPPENS ONCE EACH YEAR



In the lobby outside the meeting room Kenneth D. Lewis, president's office, met Roy E. Larson who retired as vice president-finance on December 31, 1965.

The annual meeting of Western Pacific shareholders was held in San Francisco on June 25. Of the 2,002,337 shares of common stock (only WP stock outstanding) entitled to vote, 1,823,036 (91%) shares were represented at the meeting in person or by proxy.

The shareholders reelected all 16 directors who, at a following board meeting that day, reelected all five officers.

President Christy told those in attendance that it appears that gross revenues for the first half of 1969 will be about 4% above those for the same period of 1968. He explained, however, "the heavy costs that are associated with the severe rain and snow storms which battered our lines early in the year, rapidly rising losses on the California Zephyr operation, freight train derailment losses in the second quarter, and inflationary wage rate increases will cause first half earnings to be substantially below the level of the first half of 1968.

"The derailment losses were particularly disappointing. One occurred in the Feather River Canyon when a boulder fell on the track immediately in front of an approaching freight train; another when a motorist ran through protective signals and into the side of a fast moving freight train on a grade crossing near Stockton. (Editors Note: See Pages 2-3.)

"The California Zephyr is a continuing and extremely serious drain on our net earnings. Despite our best efforts to maintain a high quality service and promote the use of the train (Editor's Note: See Page 8), patronage is declining sharply and costs are increasing. Our losses are mounting accordingly. In the 1969 first quarter alone, patronage was 34% less than in the 1968 first quarter. This was partly offset by fare increases, but our out-of-pocket losses on the train in the first quarter were



Bill McAllister, from the Wall Street Journal, registers as a guest with Kathleen Omick, marketing department. Other registrars seated at the table, are Marjorie Naipo, treasury department; Frank McKinnon, engineering; and Diane Fafoutis, law department.

nearly \$850,000. At this rate, we expect losses of \$2 million or more for the year.

"Our experience with this fine train is eloquent evidence that the long distance passenger train is technologically obsolete in the jet age. In elemental fairness and under existing law we should be permitted to discontinue this private subsidy of the small segment of travelers who still use the Zephyr before its losses adversely affect the financial stability of our overall operations. On July 18, the day after the expiration of last year's Interstate Commerce Commission order

which required us to operate the train for another year, we will again seek authority to discontinue its operation shortly after Labor Day."

President Christy also commented briefly on studies being made to improve overall transportation performance, the progress of the advanced computer-based operating control system, a new microwave operation scheduled for this year, and the computer-connected hot box detector system developed by WP people believed to be able to stop passing freight trains with suspected hot journals

(Continued on Page 6)

Clarence L. Droit, who retired on January 31, 1956, as corporate secretary, registers for the meeting after having been greeted by his successor Logan Paine (left). Registrars seated at the table, from left, are: Joe Valerga, engineering; Rosalie Rinaldi, transportation; Marge Bischoff, accounting; and Joanne Wood, industrial department.



with a higher precision than any other railroad in the country.

The president then asked for a brief review of the revenue outlook from Vice President-Marketing Walter C. Brunberg, who said: "For the first five months, commercial traffic increased about 15%, led by canned goods, steel and non-ferrous products, exports and piggyback. Bright spots for the latter half of this year appear to be in auto and auto parts movements, and our new intermodal activities being handled by our new intermodal services department and our

recently established representative in Japan, from whom we expect fine results.

"In 1968 we located some 46 industries — about one every eight days. So far in 1969 we've located 28, about one in every five days, all of which will produce additional revenues to Western Pacific."

Brunberg said in closing: "Our '69 traffic results so far, and business indicators, point to year-end freight revenues comparable to our '68 performance."



Communications Maintainer Charles Mues and Communications Supervisor O. R. Frederiksen make last-minute check on microphone, after which Mues recorded all talks on two tapes.



phone, after which Mues recorded all talks on two tapes.



Barney Pedersen, director advertising and public relations, hands "walking mike" to shareholder who asked President Christy a question concerning WP's future dividends.



The president told this shareholder WP contracted early enough that present tight money situation should have no particular effect on bulk of purchases this year.



At table are W. C. Brunberg (VP), E. L. Van Dellen (VP), M. M. Christy (President), Logan Paine (Corporate Secretary), F. A. Tegeler (VP). L. D. Michelson (Gen. Mgr.) was absent due to illness in his family.

Before meeting was over inspectors of election Controller Frank Fieser, Secretary-Clerk Kenneth Lewis, Assistant Secretary-Assistant Treasurer William Brew had count of shares represented at meeting.



Highlight of the shareholders' meeting, of course, was President Christy's report on the

accomplishments made by Western Pacific last year and its goals for 1969.





Clift Travel Service wins RTPA Contest

About a year ago Western Pacific, Rio Grande, and Burlington railroads invited Rail Travel Promotion Agents to enter a contest to book extra passengers in a "Swing 'Em Aboard the California Zephyr" Contest. Rules of the Contest were to book extra passengers aboard the streamliner between September 25 and December 15, 1968 and/or between January 15 and May 15, 1969. Prizes for the three winners were \$1,000, \$500, and \$250, and the awards were based on the amount of dollar fares sold by the Agents.

First Place winners were Arthur Lloyd and Theodore Angelius, co-owners of Clift Travel Service, San Francisco. Second and third place awards were made in Chicago by Burlington representatives to William Biesman, Chicago Motor Club (Club Travel Agency), Chicago, and Herbert Breitbach, Ermisch Travel, Battle Creek, Mich.

"This is wonderful," chorused Arthur Lloyd and Ted Angelius (left and right), who later received cashable \$1,000 check from Walter Brunberg, VP-Marketing, and Bob Gonsalves, director passenger sales (center).

The Contest was another of many promotional campaigns made by the three railroads to encourage more passengers to use the famous train in an attempt to help reduce the very substantial annual out-of-pocket losses incurred by the trains.

The three railroads which operate the California Zephyr between Oakland and Chicago are very grateful to the agents for their efforts and for the sales they made, but the Contest could hardly be called a success!

A total of 434 travel agencies out of approximately 3,000 signified they wished to participate in the Contest, but only 55 agents submitted evidence of ticket sales. The three winners sold a total of \$11,142.59 of passage directly applicable to California Zephyr revenues. The remaining 52 agents sold \$20,702.75.

This combined grand total of \$31,845.34 was hardly sufficient to pay for the operation of the train in one round trip—Oakland to Chicago and return!



Harry, his wife, Farrell, and Mrs. Hamer (seated) listen as Harry's boss, District Sales Manager Joe Hamer, relates some experiences Harry had during his 32 years service with Western Pacific.

Harry Stark retires

A gathering of co-workers and other members of the WP family shared dinner with Harry I Stark and his wife, Farrell, on June 23 to honor Harry's 44 years of railroad service, of which the last 32 years were with Western Pacific.

A few days before the well-known senior sales representative was given a luncheon attended by many shippers and other transportation company people.

Harry, a native San Franciscan, was born on June 25, 1904. He attended St. Ignatius High School, Humboldt Evening College, Golden Gate College, all in San Francisco, and Columbus University in Washington, D.C.

His first 12 years of employment

were spent in various duties with the Santa Fe Railroad in San Francisco. In 1934 Harry went to Washington, D.C., as a supervisor for the Department of Agriculture, then came to WP in 1937. He spent several years in the auditor's office before transferring to the marketing department.

In mid-1969 Harry will conclude his office for five years as executive secretary of the Pacific Traffic Association. He has also served on the board of directors of the San Francisco Traffic Club and was a member of the San Francisco Commercial Club.

Several months ago Harry and Farrell purchased a home at 120 Randolph Road in Kenwood in Sonoma County, where they plan to move before the end of June. His co-workers presented them with outdoor garden furniture and barbecue stand to enjoy while being "city farmers."

And so does Dora Meyer



Coffee and cake were served in the purchase and stores department on May 29 for DORA MEYER, file and mail clerk. Dora, a native of Omaha, Neb. began working for WP on July 24, 1945. She and her husband, Fred, live in San Francisco. A son, Robert, and his wife, Virginia, live in Concord. Dora said to thank her many friends for making her last day at WP one she shall always remember, and to wish good luck to all.

"No you don't," Dora told Fred as he tried to unpin \$100 bill given her by co-workers.



OROVILLE

Helen R. Small

Train Desk Clerk and Mrs. STUART E. MCVEAN announced the marriage of their daughter PATRICIA LYNN to Terry Ross Hand of Berkeley in May. After their wedding in Carson City they spent their honeymoon at Lake Tahoe and Disneyland. Pattie is employed in WP's passenger service bureau in San Francisco.

Switchman D. R. DRENNAN has recovered from injuries he received when his car and a Southside fire truck collided on May 20.

Engineer CARL F. HETTINGER, 61, passed away in a local hospital on May 27. He had been an engineer for 43 years. Survivors include his widow, Mrs. Cora Hettinger, a stepson, Harold Ruyle, two stepdaughters, Mrs. Edna Frizzon of Waukegan, Ill. and Mrs. Dortha Messeralla of Brockton, Mass., and several grandchildren.

Mrs. Elma J. Redd, 77, passed away June 2 in a local hospital. She was the mother of Trainmen CHARLES and JACK REED of Portola, and Clerk JOE REED of Sunnyvale. The three sons and her husband, Thomas Reed of Oroville, are survivors.

Margaret Field, daughter of Signal Maintainer and Mrs. EMERY FIELD, was selected as one of the Nation's 120 top scholars. Margaret graduated from Las Plumas High

School on June 6, and was taken to Washington, D.C. with the other scholars to be honored by President Richard Nixon in the White House on June 10, when she was presented with a medallion—probably the highest honor a high school student may obtain. Margaret attained a straight A average during high school while at the same time she was engaged in a wide range of extra-curricular activities. On June 22, Margaret was married to David Richter after which they left for Berkeley where both will enroll in the University of California.

Many representatives of Western Pacific families are included in the Sing-Out Oroville and left June 8 for a coast-to-coast tour. They will represent the state at the National Junior Chamber of Commerce Convention in Louisville, Ky. and visit Washington, D.C. The 117 members of the group left in three Greyhound busses for their historical tour of the United States.

NEW YORK CITY

Dick Tracy

WPRX-97036 is a new car with an unusual history. On May 13 the Raritan Traffic Club held its RAILNITE, and the railroad industry sponsored a Railroad Day Exhibit of equipment at Milltown, N.J. station of the Raritan River Railroad. The public was invited to see "What's

Children from local schools wait their turn to visit W P's exhibition car. At left is one end of Metroliner car.

* * *

On hand to answer questions was WP Sales Representative Bill Gugurich (right) shown with Bill Riola, sales representative for the NP.



New" and about 6,000 took advantage of the offer. Many of the local schools scheduled field trips and the kids were given some expert advice on the dangers of playing on railroad property.

Our car was very well displayed, as it was placed next to the new Penn-Central Metro-Liner, a position very few freight cars will ever occupy. Our W. P. GURGURICH, sales representative, was co-chairman.

Chief Clerk JOHN CASSIDY has taken the plunge again and purchased a home in Levittown, Long Island. In the future, every time the temperature hits 97 degrees, John will be reminded of the day he moved!

KAREN O'DONNELL, steno-clerk, is the proud owner of her first car, a red VW, which by the end of the summer will be able to get to the Hamptons and back all by itself. Happy motoring, Karen!

MECHANICAL DEPARTMENT

Clara R. Nichols

JESS D. CABRERA, electrician at Sacramento Shops since March 11, 1948, is a very proud father of his



Thomas and John Cabrera

two sons pictured above who are now in the Armed Forces.

SP/5 Thomas Cabrera completed his non-commissioned officer's training at the Army's school at Fort Eustis, Va. and recently came home on a 30-day leave. He will return to service in Vietnam for active duty as a helicopter instructor.

Sgt. John Cabrera is presently completing his non-commissioned officer's training at the Army's school at Fort Benning, Ga.

We wish for Thomas and John the very best of luck and hope that they will soon return home.

SACRAMENTO

Gene M. Moore, son of Telegrapher and Mrs. A. W. MOORE, was among 960 seniors to receive degrees at Yale University on June 9. Gene received a bachelor of arts in English, conferred by President Brewster, and presented by Master John Hersey (Pierson College) at the 268th Commencement at Yale.

STOCKTON

Elaine Obenshain

Retired Yardmaster - Switchman JOHN TUCKER visited Stockton yard office recently and stated that he was 80 years of age on May 5. He also said he was born in a covered wagon in San Francisco and then was taken by covered wagon to Missouri where he was raised. John retired in 1954.

Our deepest sympathy to the family of Hostler Helper PHILLIP GOMEZ who died suddenly on May 28. Phil was well liked by all of his co-workers and his cheerful smile will be sadly missed. He is survived by his wife, Eva, a son, Richard, and another son, Phillip, Jr. and his wife, Laura, who were married on March 22.

We're happy to welcome back to

service as brakeman ROBERT M. "MIKE" GODWIN who received his Navy discharge on April 11 after three years in military service. He most recently served in Vietnamese waters aboard the USS Kitty Hawk. His father, E. M. GODWIN, is agent at Tracy.

Best wishes to Engineer AMBROSE MCGRAW who retired on May 31 after a service with WP which began January 13, 1942.

Engineer and Mrs. T. C. WOOD were presented with a grandson, James Douglas, by their daughter, Carol Ann, and her husband James Pence. Birth was at Chico on March 11.

Clerk and Mrs. B. N. GAGE became grandparents on May 23 when their son, PAUL E. GAGE and his wife announced the birth of Paul Edward Gage, Jr. Paul, Sr. has been employed in WP's marketing office in Portland, Ore. and is now chief clerk in WP's Salt Lake City office.

New parents are Carman and Mrs. J. T. VITALE, whose first child, Lisa Ann, was born on May 21; and Switchman and Mrs. GARY L. COLUMBIA's first child was named for his daddy and is the grandchild of

Engineer and Mrs. M. L. COLUMBIA.

Brakeman and Mrs. R. F. WILLIAMS welcomed Ronda Lee on April 22. She has a sister, Chris, age 2, a brother, Steven, age 4, and is the granddaughter of Conductor and Mrs. L. E. SMITH.

Brakeman BILL FILBECK, serving in Vietnam with the 1st Air Cavalry Division writes that he recently made SP/5 and was Soldier of the Month. He expects to be rotated from Vietnam soon.

STEVEN R. STALLINGS, 21, who entered the Army in May 1968 after working here as a clerk, received his Silver Wings and was appointed a warrant officer upon graduation from the Army Aviation School at Hunter Army Airfield, Ga. During his Army course, Steven was taught various fire techniques and tactical maneuvers for helicopters supporting ground troops in combat, and instruction in helicopter maintenance and survival techniques.

ELKO

Henry Wallock

Dolly Thompson, a 14-year-old freshman at Elko High School was crowned Queen of the forthcoming

baseball tournament. The blue-eyed, red-haired Queen was crowned by Nevada State Babe Ruth President JAY KUMP after winning in competition with 21 other girls by selling the most tickets to the tournament and the ball.

Dolly is a member of the "Band of Indians" at Elko High, belongs to Pep E, and will be a Junior Varsity Cheerleader this fall.

Elko will be the site of the 1969 Pacific Southwest Regional Babe Ruth Baseball Tournament. Playoffs will be held from August 5 through August 10. The States' champion teams will come from Northern California, Southern California, Utah, Arizona, New Mexico, Hawaii, and Nevada. Elko will host a team also. The townspeople and three WP employees in particular — J. R. KUMP, CHESTER BURNS, and GEORGE GLAZIER—are to be commended for their achievement in getting a tournament of this size for Elko.

We all wish for a very happy and long retirement for Hostler Helper N. E. "NIMROD" WHITE, who retired on May 30. Earl was born April 24, 1904 in Virginia. He moved to Colorado in 1924 and worked there until 1933 when he moved to Elko and began working for Western Pacific. He



was on the section for nine years and began work as a hostler helper in the Elko roundhouse in 1942. The train and engine men, diesel shop and yard office employees presented him with a lounge chair which Earl seems to fit into real nice. He plans to spend

Switchman B. J. Patterson (center) was \$1,000 richer on April 18 when he was presented with a check by two Shell Oil Company officials as a winner in Shell Oil's President's Game.



most of his time in Elko and we hope he stops in to see us occasionally.

It's good to have JACK HASTINGS, carman, back on the job. Jack had an operation on his neck in February and returned to work in May. We all hope, Jack, that good health is now with you to stay.

We are all saddened by the loss of ALVIN L. VIZINA who died at Elko General Hospital on May 17 at the age of 73 after an illness of several months. Born in Dollar Bay, Mich., Al came to Elko in 1914 and lived here since that time. He retired late in 1967 as division storekeeper, a position he had held since 1942. He was active in local politics and served on the Elko City Council from 1945 to 1953. He was a member of B.P.O.E. Lodge No. 1472 of Elko, and the Brotherhood of Railway Clerks. He was also well known in the area as a drummer for several dance bands. He is survived by his widow, Olive; two sons; a daughter; three sisters; two brothers; 15 grandchildren; eight great grandchildren; and numerous nephews and nieces.

Part of the history of Nevada's old mining towns and present Western Pacific Railroad siding will be relived on July 27. There will be a family picnic and dedication of a memorial monument commemorating the site of the old Palisade Masonic Lodge #20, F. & A.M. at Palisade, Nevada. All are invited to attend and take part in preserving one of the ancient historical land marks of Nevada.

SAN FRANCISCO

Marge Browne, Larry Gerring, Ruth Stone

DIANE KORN, junior file clerk-miscellaneous bureau, revenue accounting, has announced her engagement to Charles Hill Endweiss Harbold and they have chosen February 14, 1970—St. Valentine's Day—as their wedding date.

Condolences to the family of HENRY W. OZGA, chief-passenger reservation bureau, who died of a heart attack while at home on June 10. Henry was born in Chicago on January 30, 1930 and first worked for WP as a ticket clerk at Oakland in 1963. He later was assistant agent at Oakland before entering the passenger department at San Francisco.

Claudia Harper, daughter of WALTER HARPER, steamer clerk-station accounting center, revenue accounting, was installed as Worthy Advisor of the Redwood City Assembly No. 16 of The Rainbow Assembly for girls on May 31 at Redwood City Masonic Temple.



Congratulations to JACK BURKARD, manager international sales, Intermodal Services, and his wife, Joyce, who announced the birth of a son, Albert John "AJ" on June 2. The family includes three other children, Joan, Tina, and Ray.

An early return to good health is wished for ELIZABETH "MOLLY" FAGAN, secretary-engineering, following a recent second heart attack. She left intensive care on June 18 and was then able to receive phone calls in Room 319, St. Joseph's Hospital.

Medical Dues Increased

The WP Employees' Medical Department announced on July 1 that, effective that date, the Medical Department's monthly dues will be increased \$2 from \$16.50 to \$18.50.

As a result, the contribution paid by active employees and those retired because of reduced age or disability will be increased by \$2 to \$9.25 a month.

There will be no increase in dues for those retired employees who receive Medicare assistance.

Tennis Tournament

For the first time in several years a group of general office employees competed in a tennis tournament on the Golden Gate Park courts June 14.

"We named this a Spring Tournament," said Chairman Tom Horsley and Vice Chairman Amira Moranoff," and, as we had hoped, enthusiasm during the matches indicated a desire to hold another tournament this Fall."

Winners' pictures were taken by Amira.



Tom Horsley, auditing, and Boris Moranoff (center) defeated Leon Wong (left) and Hal Libbey, systems, 6-1, 6-2 in the men's doubles competition.



Alvina Teo (right), station accounts, won 6-3, 6-8, 7-5 over Amira Moranoff, systems, in the ladies' singles matches.



Cathy Wong, transportation, and her husband, Leon, lost 6-4, 6-1 to Alvina Teo and Jim Edeler, systems, in the mixed doubles event.

Below: Tom Horsley (right) defeated Herb Knappe, systems, 6-2, 6-4 in the men's advanced singles competition.



Right above: Jim Edeler (left) took the men's beginners singles 6-2, 6-2 from Dean Treichelt, systems.



VOLUME 21, NO. 7

JULY 1969



Milepost 195: Main line to Oroville yard, 8 miles distant, as seen from Hy-Railer car.

JULY 1969

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

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



An airline industry study suggests that long-distance train travel will become "practically extinct" by 1980, but see growing need for new-breed short distance trains.

* * *

Richmond, Fredericksburg and Potomac Railroad won the E. H. Harriman Memorial Safety Award for 1968 on outstanding record for passenger safety; CB&Q was second, Chicago & North Western, third.

* * *

The outlook for railroads being exempted from Nixon Administration's efforts to bring immediate relief of the 7 percent investment tax credit appears encouraging insofar as rail freight cars are concerned.

* * *

Seaboard Coast Line and IBM develop tape-cassette device to record critical locomotive functions for subsequent transmission to headquarters computer to pinpoint locomotive trouble spots for corrective maintenance.

* * *

Union Pacific orders 47 EMD DD40X Centennial class locomotives at 6600 hp, the most powerful on rails.