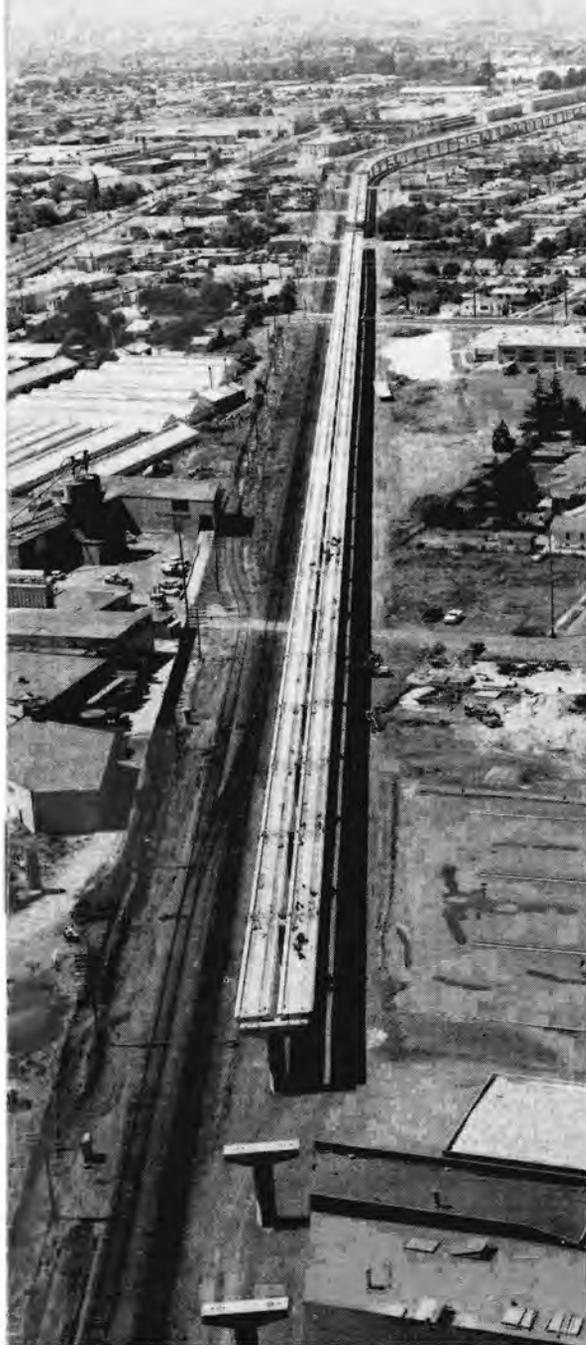


WESTERN PACIFIC  
*Mileposts*

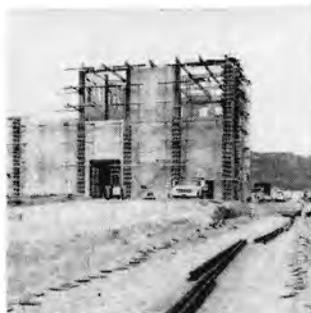
MAY 1968



WP ENGINEERING AND:  
← BARTD . . . . 4



OROVILLE DAM . . . 6



INDUSTRIAL . . . . 7



MAIN LINE . . . . 8



## The President Asks . . .

Are You a Railroader? . . .  
and Proud of It?

Like craftsmen of old—those who have made railroading a profession and a science.

This includes—

- Pride by train and engine crews in on-time performance, coupled with every degree of safety.

- Concern by roadway people about good line and surface.

- A marketing approach by sales personnel, reflecting a sincere interest in solving customers' problems.

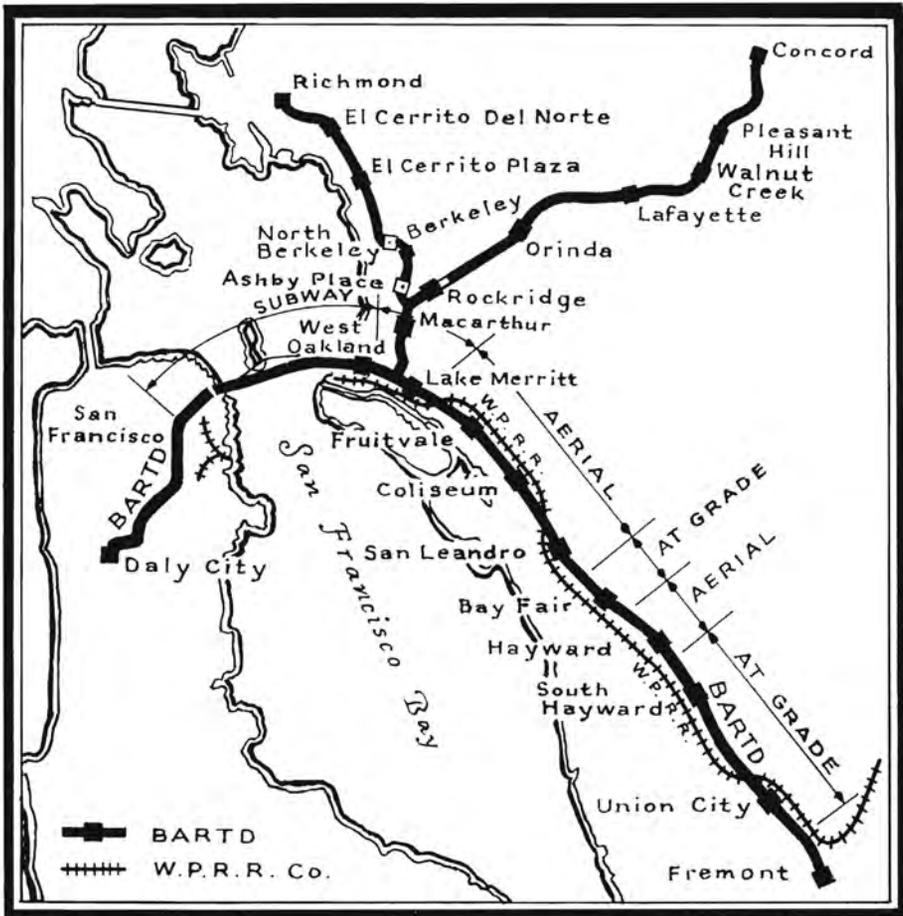
- A willingness by all to respond politely and promptly in serving our customers.

Top performance by all the crafts involves a standard of excellence which only individuals can provide.

If each of us does a good job in detail, the whole picture will take care of itself.

If you will be proud to sign your name to that last piece of work you did, you will be proud you are a railroader!

*M. M. Christy*



Roadmaster Dan Laughlin and Project Engineer A. C. Strickler supervise roadbed grading

... after which main line track is pulled back into position by chain and front-end loader.



Looking east along replaced main line track. BARTD track will be at grade level at left in area occupied by temporary shoofly track.



Assistant Engineer Walter Klabo sets line and grade for main line track.

Track gang makes final track alignment.



Looking east toward Hayward along main line and concrete "T"-columns (left) on which BARTD track will return to elevated structure.



### WP Engineering & BARTD

WP's engineering department is considerably involved in Bay Area Rapid Transit District construction in southern Alameda County.

Pictures on Page 5 were taken in April near Hayward where a "shoofly" (run around) track temporarily replaced WP's main line to permit construction of a bridge for WP and BARTD tracks over a highway underpass. Eight such projects are being completed along the route where BARTD trains will run on both grade level and elevated tracks adjacent to WP's main line.





Thermalito Diversion structure just east of Oroville. WP's main line Bridge 210.82 in distance at right.



Extra gang works on drill track leading to new Cook Paint & Varnish Co. spur track, Milpitas; will also serve other new industries in area.



Above: Another view of drill track shows Cook Paint building in distance at right.



Long westbound freight crosses Bridge 210.82 in picture taken prior to construction of Thermalito Diversion structure.



A depressed spur track leads from drill track to car-door-level ramp at Cook Paint building now under construction.

Below: President M. M. Christy at Oroville Dam dedication ceremonies on May 4.

Below: Thomas Ferron (right) shows Arthur Bugni, WP assistant industrial agent, a feather-weight sample of resin to be manufactured by Cook Paint, which can be used for many purposes.

## WP Engineering & Oroville Dam

The dedication of the completed Oroville Dam in May was the climax to a huge engineering project which, for W P, began about 11 years ago. Supervised by A. A. "Gus" Kramm, retired assistant engineer, a new 23-mile-long route was staked out to relocate about 27 miles of the railroad's original main line now being inundated by water impounded by the Oroville Dam.

Trains, which began using the new line in October 1962, now first cross the Feather River eastbound (above picture) just east of Oroville.



MILEPOSTS

## WP Engineering & Industrial

There is a close relationship between W P's engineering and industrial departments in locating new industries on the railroad. Members of the two departments meet every Monday to coordinate new projects which involve engineering in many ways. Field surveys are made and maps are prepared for sewer, water and power lines, drainage, streets, and roadbeds before tracks like these shown on this page can be installed to serve a new Western Pacific customer.



MAY 1968

## WP Engineering & Main Line

To keep fast trains on the move, like the one shown on Pages 2 and 3, requires a first class main line. Engineering forces have much of that responsibility. Ballast, ties, rail and rail fastenings must be in top condition. Bridges must support heavy, high speed trains. Tunnels require ample clearance for high-wide loads. Passing tracks must accommodate long trains permitting them to meet and pass without undue delay. Engineering people are on the job with roadway forces doing their part to keep Western Pacific trains on the go.



Continuous roadway maintenance gets careful attention from railroaders like Leo Ortega, Foreman George Barnes, Bruno Sanchez, and Alex Sanchez, members of Extra Gang #403.

Below: During a Hy-Railer trip between Marysville and Oroville Roadmaster Walter Chapman discusses work with Pile Driver Foreman George Roehl, both veteran WP employees.



# PEOPLE ON THE MOVE

## TRANSPORTATION

Three employees have been appointed to new positions to head up the railroad's newly formed transportation center. The new center will be under the supervision of Kenneth V. Plummer, Jr., superintendent of transportation.

James E. Baker, former manager sales-special equipment (marketing division), was appointed manager-equipment utilization; Robert B. Redus, former supervisor-operating information system, was appointed manager-transportation information; and Albert C. Evans was appointed assistant manager-equipment utilization.

\* \* \*

Ken Plummer was born in Alameda, where he received his high school education before enrolling at Sacramento Junior College. At the age of 21 he was first employed in 1935 by the Pa-

An extra gang installs 100 prestressed concrete ties on the main line at Milepost 67.3 as part of a long-range experiment. Other prestressed tie installations include 100 at Milepost 926 and 300 at Milepost 114.



Bob Redus, Jim Baker, and Al Evans (standing) meet frequently with Ken Plummer to establish plans for new center's operation.

cific Fruit Express Co. During the following 13 years with PFE, Ken held a number of positions at various locations and received valuable training in the shipment of perishable products. When he first came to Western Pacific in 1948 he was well qualified for the position as supervisor of perishable services, which led to his appointment as superintendent of perishable services in 1952. He was appointed assistant superintendent of transportation in 1954, and superintendent on May 1, 1963.

Ken and his wife, Ethel, both avid golfers, live in San Francisco. They have a daughter, Mrs. Susanne E. Jensen, 22, and two granddaughters, Kirsten, 22 months, and Marta, three months.

\* \* \*

Jim Baker was born in Columbia, Ky. and received his education at Northwestern University and Freight Traffic Institute in Chicago, and in Stanford University's transportation management program.

Jim first worked for the Chicago Union Station Co. in 1941, then joined WP as a rate clerk in the Chicago office in 1948. He was promoted to sales representative and later to chief clerk before coming to San Francisco in 1955 as chief-sales and service, marketing division. He has been manager sales-special equipment since January 1961.

Jim and his wife, Wilhelmina, live in Sunnyvale. They have two children, James R., 25, and Kathleen, 9.

\* \* \*

Bob Redus is a native of St. Louis, Mo. He received his BS degree in business administration at University of California, and later studied traffic at Golden Gate College, programming at U.C. Extension School, and psychology at San Francisco State College.

Bob first worked for WP as a marketing division clerk in June 1950. He entered the Company's training program in August 1951, and was appointed assistant trainmaster at San Jose in February 1955. He was appointed trainmaster in September 1956, first at Keddie, then at Oroville, and entered the information systems section in March 1963.

He lives in San Francisco.

\* \* \*

Al Evans, a native of Omaha, Neb., received his education at Stockton High School and Stockton College of Commerce, and is presently taking a two-year home study course in business administration with the Alexander Hamilton Institute of New York.

He first worked for WP as a crew caller at Keddie on February 7, 1937. He held numerous clerical assignments on the western division until his appointment as secretary to as-

(Continued on Page 10)

## People on the move . . .

(Continued from Page 9)

sistant to general manager in March, 1952. He entered the accounting department in May 1953 and left that department as traveling accountant in August, 1955, to become car service inspector, transportation department. He has been transportation inspector since June 1964.

Al and his wife, Patricia, have four daughters, Kathleen, 21, Deborah, 18, Celia, 16, and Teresa 13 years.

Al is presently a youth counselor for the First Methodist Church, Alameda, has been Sunday School superintendent and served on every commission for the church. He was a junior deacon for F. & A. M. Lodge #60, Quincy, and is a Royal Arch Mason, Quincy Lodge #107.

The Evans family live in Alameda.

### MARKETING

John W. Burkard has been named manager-container services development, to advance the growing importance of import-export and domestic container services to Western Pacific.

A native San Franciscan, "Jack" attended high school in Santa Rosa. He enlisted in the U.S. Marine Corps in December 1939 at the age of 18 and left the service in 1947 to become owner of a trucking company in Santa Rosa. He re-entered the Marine Corps in 1952 and when he again left the service in 1955 he had held every rank to that of colonel, his present rank as commanding officer, 3rd field artillery group, USMC Reserve.

"Jack" entered the U.S. Forest Service in 1955 as an assistant ranger



in Plumas County, and came to WP in December 1955 as a trainee in the marketing department. Since then he became staff assistant to vice president - marketing, assistant to sales manager TOFC and, most recently, was assistant manager TOFC.

A widower, "Jack" lives in Pacifica with his daughter Joan, a 21-year-old pre-school teacher.

\* \* \*

Fred J. Davis was appointed resident sales representative at Philadelphia, effective April 1. His headquarters are at 319 Ithaca Avenue, Delran, New Jersey.

Fred was born and educated in Philadelphia, and began his railroad career in 1951. He first worked in the Chicago, Burlington & Quincy's Philadelphia sales office, and was transferred to their New York sales office in 1966.

In returning to Philadelphia, Fred expects that his many former associates and acquaintances, and the new contacts he looks forward to establishing, will enable him to turn in a good performance as a Western Pacific representative.

Fred, his wife, Eileen, and their three children reside in Delran, N.J.



### Time extended for Zephyr decision

The Interstate Commerce Commission has requested from Western Pacific a one-month's extension of time from June 20 to more fully study testimony filed in the recent hearings.

Western Pacific agreed to the request and ICC's decision will now be due not later than July 20, 1968.

## Railroaders in the News

Ken H. Cochran, district sales manager at Portland, Ore., was elected secretary-treasurer of the Portland Railroad General Agents' Association, for 1968.

William A. Sherrill, chief clerk-marketing, Sacramento, was elected president of Capital City Toastmaster Club No. 142 in April for the following six months.



Above: For the 5th consecutive year the Public Health Service commended WP for its high sanitation standards on dining cars. Vice President Brunberg reads letter of Commendation for Year 1967 to Passenger Sales Manager Bob Gonsalves, District Car Foreman Scotty Laird and Manager-Dining Car Services Bill Powell. Public Health Service officials William Mullen and Richard Moore (right) personally made the presentation.

Below: Sales Representative Richard A. Groves (left) takes over from Dick Koplín of Ringsby Truck Lines as president of Delta Nu Alpha Transportation Fraternity, Salt Lake Chapter 166 for 1968-69, after serving as the Chapter's first vice president and secretary-treasurer.



Above: WP Sales Representative Louis J. Fischer (left), reported in last issue of MILEPOSTS as WP's "Distinguished Salesman" receives his award from his boss, District Sales Manager Joseph F. Hamer at Sales and Marketing Executives' Association breakfast.

Below: WP's Vice President-Finance Fred A. Tegeler presents award to student Janice Marcellino who submitted best entry from Woodrow Wilson High School (SF) in the 13th Annual Invest-in-America Economic Discussion Competition. Janice also received a share of Western Pacific stock.





# Caboosing

## MECHANICAL DEPARTMENT

Clara R. Nichols

Being so proud and happy, I have to report that my 17-year-old daughter, Nan, will be commencement speaker for her Mira Loma High School graduating class of June 1968. She will speak on "What Is Success?" and will have a gold tassel on her cap for having held to an "A" average throughout her senior year. Nan is graduating with honors and has been admitted to the Special Honors Department of Sacramento State College. She plans to major in journalism and public speaking.



Chief Clerk HY O'RULLIAN reports that the 17th Annual W P Bowling Tournament, held in Reno, had the largest turnout in the history of the event.

Nearly \$600 in prize money and nine trophies were divided among 120 bowlers in the 17th Annual W P Bowling Tournament held at Reno's Starlight Bowl in April. Teams from San Francisco, Oakland, Stockton, Sacramento, Oroville, Portola, Winnemucca and Elko were entered.

Machinist GEORGE J. MANIKAS has just opened a Grecian restaurant "The Grecian Village" on Fulton Avenue. George has imported a fine Greek band to go with his superb food. Sacramentans of all nationalities are frequent visitors, attesting to its popularity.

JOE STOUT, head car foreman, transferred to Elko and is now car and derrick foreman. He succeeds the late GEORGE LEWIS.

GEORGE C. SPENCER succeeds Joe as head car foreman.

Car Inspector FRED G. GRENZ is recovering from eye surgery; Millman ED C. RYDER was involved in a serious motorcycle accident; Machinist ED WALSHLEY was hospitalized after a heart attack; and Machinist HERBERT EDWARDS and Statistical Clerk PETER DEL MORO had beds side-by-side after undergoing surgery.

Machinist GENE MCCORKLE was the Shops' leading fisherman in April, landing 18 striped bass in the Sacramento River.

A 150-lb. sturgeon was beached after a three-hour battle on the Sacramento River at Garcia's Bend, FRED ROHRER, retired machinist, landed the monster with the help of CLIFF BENNETT, retired blacksmith. The fish measured 7-ft. 1-in., too big for their boat, so it was towed to the beach.



## ELKO

Henry Wallock

Bill Thompson, son of retired Engineer BILL THOMPSON and Operator MARGARET THOMPSON, was shot down with his crew in Vietnam during January. Bill sustained a broken wrist, broken ribs, and lacerations about his

face. Luckily, when their helicopter was shot down over a thickly wooded area another helicopter spotted them going down and rescue was made immediately. Bill was promoted to Warrant Officer and returned to flying until his Vietnam duty is over in May.

We at Elko welcome JOE STOUT, car foreman, who came here from Sacramento. When he said he enjoys Elko he was assured that "it sort of grows on you, Joe."

Several of our railroaders are busy helping our youths in their baseball activities. The Babe Ruth League has Wire Chief GEORGE GLAZER as president, Engineer CHESTER BARNES as secretary and treasurer, and Fireman M. J. ETCHEMENDY as coach. Fireman C. D. PERRY is manager of the Little League team.

Switchman DEAN MASTIN advises that his son, Dennis Dean Mastin, has completed his tour of duty in Vietnam with the 3rd Reconnaissance Battalion, 3rd Marine Division and is now stationed at Camp Pendleton awaiting his discharge in September.

## SAN JOSE

Lee Marshall

It's good to have Sales Representative JOHN P. CARROLL back again after a month's absence because of a lung infection. He had to give up smoking but still has managed to lose 30 pounds as a start. Johnny says he never felt better, and you can believe it.

Your correspondent is happy to be back too, if only part time, after being rushed to the hospital for a perforated ulcer in January and return to the hospital in March for a stomach operation.

Our "gal Friday," Secretary DORIS COLIN, was another recent absentee because of a minor operation, and we're happy to have her back on the job again.

It was a pleasure to have with us for a short time recently Trainee WILLIAM SCHMIDT from general office. We found "Bill" to be a very capable trainee and very interested in our railroad.

## STOCKTON

Elaine Obenshain

Recently granted military leaves were Switchmen DAN S. MOBERG, BRENT HASSEL, EDWARD A. ISAACSON, and Clerk STEVEN R. STALLINGS. We wish them the very best!

Army Warrant Officer David J. Foster, son of Engineer and Mrs. V. A. FOSTER, has been decorated with the Distinguished Flying Cross for heroism in Vietnam. The medal was won January 10 during an engagement against North Vietnamese Army regulars while David was serving as commander of an armed helicopter flying support and reconnaissance missions. Although his craft repeatedly came under heavy ground fire he continued his flights and directed his door gunners in placing accurate counter-fire, and was wounded during the engagement. Dave is a member of Co. B, Fourth Aviation Battalion, Fourth Infantry Div., operating out of Pleiku. He enlisted in 1966 and has been in Vietnam a year; he has been awarded the Air Medal for meritorious service, and two Purple Hearts.

Our deepest sympathy to the families of retired Assistant Special Agent WILL H. MILLER, and retired Brakeman WILLIAM G. KETCHMARK, who died recently.

Switchman and Mrs. P. E. DODSON welcomed their first son, John Kevin, born April 2. He joined sister Cheryl, age 2½, in the family nursery.

Joining the proud grandparent set—Willis and ELAINE (Trainmaster's Clerk) OBENSHAIN, whose first grandchild, Jason Edward, was born March

13, to Mr. and Mrs. John E. Obenshain of Coos Bay, Ore. Among his great-grandparents are Conductor and Mrs. M. C. BECK, of Stockton.

### OROVILLE

Helen R. Small

Congratulations to retired Engineer and Mrs. HAROLD RANDALL who celebrated their Golden Wedding Anniversary on April 16. They were married in Stockton in 1918. After spending many years in Portola they moved to Oroville in 1959 after Harold retired. They have two sons, Joaquin of Portola, and Elwood of San Leandro, and six grandchildren.

Congratulations, also, to Agent A. I. REICHENBACH and his wife who became grandparents for the first time. A son, Jon Brian, was born to their daughter Denise and husband, Jon Wilson Bright, on March 28.

Linda Rogers, daughter of Electrician and Mrs. FRANK ROGERS, a local 4-H Club member and a student at University of California at Davis, will join the Teen Caravan sponsored by the National 4-H Club Foundation for a six-weeks European visit this summer. During her stay abroad Linda will live with two different host families in Spain. She will make a ten-day tour of Europe and stay one week in Washington, D.C. before returning home.

Retired Carman JOSEPH N. "JACK" DUDLEY, age 65, died at his home on March 29. He was a 40-year employee with Western Pacific. A native of Spanish Fork, Utah, he moved to Oroville from Nevada in 1935. Surviving are two daughters, Mrs. Rozella Ramseyer and Mrs. Patricia Mattos, both of Oroville; two sons, Robert of Sacramento and Delbert of Anderson; and 12 grandchildren.

Our Oroville Station had a "face lifting" in conjunction with a "clean-up" program prior to the Oroville Dam celebration.

### SAN FRANCISCO

Jean Bruce, Lawrence Gerring  
Betty Opperman, Carl Rath, Ruth Stone

May 15 was quite a day for BARNEY PEDERSEN, director advertising & public relations, and his wife, Kathleen. Their son, Dwight, phoned at 6:30 a.m. to congratulate them on their 25th Wedding Anniversary, and to announce the arrival of Jennifer, first child for Dwight and his wife, Dee.

Correspondent BETTY OPPERMAN, transportation department secretary, and husband, Jay, announced the birth of Jan Aaron on May 7. Daughter, Leah, is now 3½ years old.

Carol Ann Flaig, daughter of the late Cashier CARL H. FLAIG and Mrs. Flaig, announced her engagement to Walter Papierniak.

Correspondent and Manager-Wire Chief CARL RATH is recuperating at home and hopes to return to work in July.

With regret we report the death of HENRY C. WENDT on May 7. Henry retired as auditor-miscellaneous accounts on May 21, 1959 after 46 years of service.

### They Have Retired

Gus A. Apostolos, Sacramento Northern track laborer, Sacramento, 27 years 10 months.

Pablo O. Armenta, Sacramento Northern section foreman, Live Oak, 27 years.

Clarence R. Brandt, carman, Oroville, 26 years 11 months.

Clairdon E. Christy, locomotive engineer, Stockton, 25 years 7 months.

William H. Clouette, switchman, Sacramento, 21 years 7 months.

Ivan V. Finley, locomotive engineer, Portola, 37 years 7 months.

Odes E. Lyles, locomotive engineer, Stockton, 21 years 5 months.

Harold Sapp, section foreman, Oroville, 30 years 11 months.



William J. Becraft, retired station-ary engineer, Portola, February 1968.

Wallace Burningham, brakeman, Salt Lake City, April 11.

LeBaron T. Coyle, retired Sacramento Northern clerk, Chico, March 23.

Joe Cudich, retired Sacramento Northern carpenter helper, Sacramento, February 1968.

Joseph N. Dudley, retired carman, Sacramento, March 29.

Louis A. Farrington, retired cook, Oakland, April 27.

Francisco Gallardo, retired section laborer, Gerlach, February 28.

Frederick W. Meier, retired carman, Sacramento, March 16.

Ebenezer Oldham, retired carpenter, Sacramento, February 1968.

Remo Rainero, retired store helper, Sacramento, February 1968.

### In Memoriam

George Riolo, retired carman, Sacramento, March 27.

John J. Shea, retired switchman, Stockton, February 1968.

Nick Villa, retired carman helper, Portola, March 1968.

Henry C. Wendt, retired auditor miscellaneous accounts, Berkeley, May 7.

### LETTERS RECEIVED

Editor:

We want to thank our many wonderful friends on the Western Pacific for making our retirement party on March 29 such a happy one.

We value your friendship more than the many wonderful presents received.

Harold and Pearl Sapp  
1162 Placer Avenue  
Oroville, Ca. 95965

\* \* \*

Editor:

I have given Superintendent John C. Luser my resignation from the Western Pacific effective May 1, 1968, and have accepted a position with the National Mediation Board.

I want you to know that my years with Western Pacific, both as an employee and as a former BLF&E general chairman, have been most enjoyable and productive.

With kindest personal regards to the officers and my fellow employees on the Western Pacific.

W. L. Phipps  
2537 W. Michigan  
Stockton, Calif.

VOLUME 20, NO. 3

MAY 1968



Milepost 181: After completion of bridge work sign will be replaced where Hy-Railer stands.

### WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



## WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

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Railroadmen from all over the world to attend Twelfth Pan American Railway Congress in Buenos Aires in November to promote development and progress of railroads in Western Hemisphere.

\* \* \*

Burlington expects its tests of first insulated box cars with plastic roofs and doors ever used in America will prove to be stronger, less expensive, better insulated, and lighter in weight, with easier door handling.

\* \* \*

Based on estimated yield from proposed increases, the 28-day postponement to June 24 for effective tariff date of Ex Parte 259 freight rate increases, will cost railroads about \$35 million.

\* \* \*

Great Northern-Northern Pacific-Burlington-Spokane, Portland & Seattle-Pacific Coast Railway merger into Burlington Northern Inc., has been delayed by a Justice Department request for an injunction.

\* \* \*

Believed to be world's largest, Westinghouse Electric's 159-ft., 40-wheel car with 1,046,000-pound capacity to transport generators, can wiggle its mid-section like a slow-motion go-go dancer.

\* \* \*

Since this time yesterday, American railroads paid over \$2.8 million in taxes.

\* \* \*

West Germany's first all-container train "Dolphin" now in service between seaports of Bremen and Hamburg and inland terminals at Frankfurt, Mannheim and Ludwigsburg.