

WESTERN PACIFIC

Mileposts

NOVEMBER 1970



What Western Pacific's Tenth President means to you!

Alfred E. Perlman, the most acclaimed railroad president in the U.S. history, becomes Western Pacific's 10th president on December 1, 1970. It's easy enough to write glowing tributes about a future boss—but it is far more meaningful when such praise comes from the “Dean of Railroad Presidents,” John W. Barriger, chairman of the executive committee for the M-K-T.

Mr. Barriger presented the following silhouette of Mr. Perlman's life at a testimonial breakfast on his 65th birthday, November 22, 1967.

“A native of Minnesota, a graduate of Massachusetts Institute of Technology who also attended the Harvard School of Business Administration, a recipient of honorary degrees from other institutions, Alfred E. Perlman showed his early interest in railroading by starting work as an engine wiper in a roundhouse at the age of fifteen, holding similar jobs during succeeding summers of his college years. After receiving his degree from M.I.T., he worked as a track laborer in order to extend his experience in varied phases of railroad operations.

“While still in his early 30's, Mr. Perlman found himself being borrowed many times by other railroads

and governments whose railway systems were in trouble. The first such incident occurred in 1934, when he was borrowed to serve as a consultant to the Railroad Division of the Recon-

Rebuilt D&RGW

“Then, after the cloudbursts of 1935, when the Chicago, Burlington and Quincy found itself without a mainline between Omaha and Denver, he was given the task of rebuilding the flood-devastated property.

“Shortly after the Burlington mainline was rebuilt, he was borrowed by the trustees of the Denver and Rio Grande Western, which had just gone bankrupt for the fourth time—a road which had never paid a dividend in its 76-year history. Mr. Perlman rebuilt the D&RGW into one of the most prosperous rail lines in the country.

“Mr. Perlman liked Denver; he met his wife there; and, for a while he thought he was going to stay there. It had become obvious, however, that whenever or wherever railroads had a problem, Mr. Perlman was asked to apply his skills.

“So, in 1954, after Robert R. Young won control of the Central, it was Mr. Perlman who was called in to accept the challenge of a road \$9 million in the red for the year and with only \$6 million in the bank to meet a \$31 million payroll. With a new management team, a quarter-of-a-billion-dollar debt reduction program and almost three times that much spent for improvements and modernization, he rebuilt another railroad. Today, the New York Central is the industry's leader in cybernetic marketing and technical research.

Widely Recognized

“In addition to being chairman of the Eastern Railroad Presidents Conference Mr. Perlman is a director of a

number of companies and organizations. He is a member of the Corporation at M.I.T., a trustee of Denver University, and a member of the Council of the State University at Westchester and the Joint School for Urban Studies of Harvard and M.I.T. He also serves as a consultant to the Military Airlift Command of the U.S. Air Force, and has served as consultant to the United States, Korean and Israeli governments on problems concerning their railroads.

“Mr. Perlman is active as a member of the Mayor's Management Advisory Council, the Governor's Labor-Management Committee, the Economic Development Council of New York and assumes many other civic duties.

“He has fought through to the Supreme Court and helped win the battle to obtain the benefits of equalized rates for shippers through the Port of New York. Last year the New York Foreign Freight Forwarders and Brokers Association honored him with its ‘Man of the Year’ award.

Made Many Contributions

“Only recently, Secretary of Transportation Alan S. Boyd presented Mr. Perlman with President Johnson's ‘E’ Certificate for pioneering container cargo service to all parts of the world.

“It is in appreciation for his many contributions to the City of New York that the West Side Association of Commerce is happy to present to Mr. Perlman the New York City Gold Medal Award,” said Mr. Boyd.

“The foregoing paragraphs outline the work Al Perlman has done for the general benefit of the railroad industry and to transform, first, the Denver and Rio Grande Western Railroad and now the New York Central, one of the nation's largest systems, from a state of decline into positions of leadership and success.”

Such tributes continue in the “In-

side Story,” printed in the Spring of 1967 by the International - Stanley Corporation.

“Al Perlman, himself, is as quiet, modest, and unassuming as the office quarters he occupies. The professorial bearing of the man, however, and the prosaic setting are deceptive. For the business world knows that here sits a giant in his field, a tenacious, aggressive disciple of technology who has been jabbing his spurs in the flanks of the laggard and the inefficient for four decades.

Railroader since Boyhood

“There's no question that sheer ability and achievement have combined to move Al Perlman up through the ranks of management. That, and an undiminished love of railroading that goes back to his boyhood.

“I can't say I stepped on my IBM card with my golf shoe,” he reflects with a broad grin. “Really, though, I never cared what job I had. I just liked railroading. To me, it's a hobby as well as a vocation.”

Successful era for WP

In a recent statement, Howard A. Newman, chairman of the board, had this to say about Mr. Perlman:

“I am confident that railroad operations will commence a new and highly successful era when Alfred E. Perlman becomes our president on December 1. As most of you are aware, Mr. Perlman is widely acknowledged as the dean of America's railroad executives. . . . We are all thoroughly delighted that Mr. Perlman has agreed to come to San Francisco as chief executive of our railroad and are certain that his leadership will bring ever-widening benefits to our shippers, employees, stockholders, and all others who are concerned with Western Pacific.”

(Continued on Page 4)

Alfred E. Perlman . . .

Reflecting the tenacity of anything he does, Mr. Perlman recently began another hobby, golf, at the Winged Foot Golf Club and he is already scoring in the low eighties.

The understanding woman behind the dynamic Mr. Perlman is Adele Emrich whom he married in 1937. They have three children, Michael L., Leo A., and Constance (Mrs. Stephen Spahn).

Enjoys a Challenge

Mr. Perlman told reporters that he accepts Western Pacific's presidency as a challenge. "The challenge is a financial squeeze facing the whole railroad industry because wage increases have gone way beyond productivity increases. It's a major industry-wide problem, and I don't want to get out of the harness while the industry is facing such a challenge."

"To the question, 'How does one get ahead?', he answered: 'You put in longer hours. You work at disagreeable jobs that someone else didn't want. You spend most of your waking hours in your work.'"

Significant results are likely to follow such a resolute career approach, and such was the case with Al Perlman. His inventory of performance is signally outstanding.

What does Mr. Perlman mean to you? Just this. He believes that the best way, if not the only way, to make progress in any job is to generate more effort, enthusiasm and genuine interest into your job. It does not necessarily mean more work hours, but to produce a better quality and quantity of work during those hours. Mr. Perlman firmly believes Western Pacific's "Willing People" have the will power to turn the railroad around from its present deficit operation and once again become a viable railroad.



W. D. Hawkins



R. J. McKelly



J. G. Hastings



R. G. Land



P. E. Gage

PEOPLE ON THE MOVE

Marketing

William D. Hawkins became district sales manager at Cincinnati, November 1, succeeding Robert B. Ritchie, retired.

Bill has been with WP since 1955, first as chief clerk, then sales representative, all at Cincinnati. His railroad career spans 25 years, first with the Southern Railway, then with the Santa Fe.

Bill and his wife, Shirley, are natives of the Cincinnati-northern Kentucky area. A son, Bill, Jr., and daughter, Judy, both married, live in northern Kentucky. Two grandchildren complete the family.

* * *

Robert J. McKelly returned to Kansas City, Mo. as district sales manager, September 15, succeeding Ursul F. Bohne, retired.

Bob brings to shippers 21 years of railroad experience which began in his native City of St. Louis, then continued to Chicago, Kansas City, and Memphis. During his year and a half at Memphis, Bob drove company cars in excess of 90,000 miles without a mishap, covering a four-state area in a variety of weather conditions.

Bob and his wife, Donna, and their

five children, Michael, Kathleen, Patricia, Timothy and Mary are enjoying the renewal of former acquaintances in Kansas City.

* * *

John G. Hastings is a newly employed senior sales representative at New York City. He joined Western Pacific on August 15, bringing with him 16 years of railroad experience, and the ability and knowledge required to help our customers in that area solve their transportation requirements.

John and his wife, Agnes, and their five children live in Englishtown, N.J.

* * *

Rodger G. Land became sales representative at Memphis, Tenn. effective September 15. In four short years, Rodger has made four upward moves in our marketing organization and changed four locales, Cleveland to Detroit to Chicago and now to Memphis.

His wife, Connie, is the lady behind the man and looked forward to the move. Rodger hopes to continue his community activity working with youth groups, as well as his hobbies of gardening, camping, and woodwork-ing.

Paul E. Gage was promoted to position as sales representative at Chicago on October 16. Paul first worked for WP in the operating department at Stockton, Calif. in the spring of 1964. He entered the marketing department at Salt Lake City in August, 1967 as a ticket clerk. In April, 1968, he was promoted to chief clerk in the sales office in Portland, Ore. and while there completed with high honors a rate course at the Portland Junior Traffic Club. Paul returned to Salt Lake City as chief clerk in June, 1969 and was president of the Salt Lake City Chief Clerks' Association.

Paul and his wife, Cathy, have two sons, Paul Edward, Jr., 1½ years old and William Christian, four months.

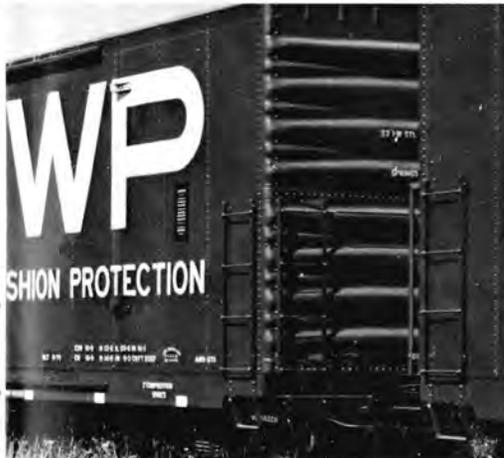
Transportation

The following appointments in the Valley District, effective October 1, were announced by District Superintendent A. E. Stene:

R. M. Verharge, terminal superintendent, Stockton.

K. P. Wood, trainmaster, Fremont.
J. A. Vrismo, terminal trainmaster, Oakland.

R. B. Kenney, trainmaster, Milpitas.



Now in service on WP are 100 of these new refrigerated, bunkerless, freight cars with load dividers. The damage-free cars with bulkheads and cushion underframes have a 143,000-lb. capacity, are 50' 6" inside length, 9' 4" inside width, and 10' 9" inside height. Doorway width is 15 feet, by 10 feet high. The cars will fill a need for WP's packaged wine, canned goods, dried food shipments and other commodities. The new cars are numbered WP 68226-68325.

Moving along the railroad



New business for WP was this one of several cars of Coors beer from Golden, Colo., shipped in WP 67017 with side fillers. Present during unloading at Foster & Co., West Sacramento, were Howard Jacobs, office manager, Mrs.

Helen Foster, owner, her daughter Shelley, temporary employee, and Fred Brandes, WP senior sales representative. "I've never seen a more perfect load," said Fred, "not one case out of order in the entire carload!"

Below is the final shipment of 5,668 panels weighing from 5 to 23 tons each to leave Pacific Car & Foundry's structural division in Seattle enroute to New York City. Nearly 200 carloads of the total 55,000 tons of structural steel were routed over WP. The panels are used as bearing walls for the New York Trade

Center's 110-story twin towers, the two tallest buildings in the world. L-R are A. G. Bohorfoush, PC&F's sales manager, Railroad Cars & Products, and Fred Buss, traffic manager, Structural Division; WP's District Sales Manager Bob Rouse; Bert C. Jameson, PC&F's vice president and general manager.



Robert W. Harlan (center), VP-GM, Standard Realty & Development Co., receives Retirement Certificate from his boss, E. P. Jagels, as Bob's successor, O. H. Hocker views the occasion. Bob retired on October 30 after 47 years of 33 years with WP in industrial work. Bob joined WP as yard clerk at Gerlach in June 1923. He transferred to Oakland in 1924, left WP in 1927 to work for the CB&Q locally, and returned to WP in 1940. He spent 3½ years in the Transportation Corps., served in India, and rose to rank of Captain. He became chief clerk, industrial, in 1948, industrial agent in 1953, assistant director of real estate in 1963, and VP-GM in 1968. Photo by Cliff Emerson.



District Sales Manager Ursul F. Bohne retired at Kansas City on September 15. He joined WP in August 1950 as chief clerk, St. Louis, became traffic representative in October 1952 and was transferred to Minneapolis in September 1954. In 1956 he became general agent for Tidewater Southern, then district sales manager, and returned to WP as DSM at Washington in April 1960. He went to Kansas City in May 1965. Honoring his retirement were, L-R: W. F. McGrath, R. J. McKelly, Bohne, K. A. Rank, E. C. Richardson, and Walter C. Brunberg who presented a Service Pin and Retirement Certificate.



Best Wishes to Five "Willing People"



Robert R. Ritchie retired October 30 as district sales manager at Cincinnati after 31 years of service. Bob's entire career with Western Pacific was in sales and marketing, first at Minneapolis in November 1939 as traveling freight & passenger agent. Bob went to Cincinnati as general agent in September 1954 and took that title with him to New York in August 1956. He was appointed district sales manager at New York in January 1959, and he returned to Cincinnati as district sales manager in March 1963.



Herbert W. Spencer relates to his retirement party audience his experiences during 23½ years with WP as he leans on his wife, Nettie, for support. Herb first worked in the Oakland freight house in October 1935, then entered freight claims in 1942. He resigned in 1945 to work for his father but returned to freight claims in April 1947. He entered the sales department in 1948, was absent for a year due to an auto accident, then returned to sales as chief clerk in 1955. He became sales representative in March 1956.



Larry and Margie in real life at the left, and at the right as "Co-Co-N-Mo."



After a Sacramento Northern career of nearly 47 years, and the oldest SN employee in years of service, Laurence R. Ramsey retired on October 10 as agent at Chico. He joined SN as office boy at Sacramento in January 1924, became ticket clerk, and then cashier at Colusa. He transferred to Chico, then to Marysville as clerk. His first agency was at Live Oak in 1928, and he had been at Chico ever since 1935. For many years Larry has been active in Chico civic affairs and the citizens found his enthusiasm for those affairs just as great as it was in taking care of his SN customers. He made countless appearances before various groups as "Co-Co the Clown,"

and was loved by young and old. This he plans to continue with the assistance of his wife, Margie, a team known as "Co-Co-N-Mo," the balloon sculpturing clowns. Larry and Margie are members of the Clowns of America organization. Larry is a past chancellor commander of the Knights of Pythias and past worthy president of the Eagles lodge. Chico residents will see more of Larry, as a lovable clown and as a respected citizen. At a luncheon in Yuba City for Larry were Milt Ziehn, Wilfred Blue, Jim Davis, George Sylva, and Harold Mulford, all with more than 45 years SN service!

Letters Received

Wonderful Party

Will you please convey a message through the circulation of your fine magazine to all the wonderful employees and friends by sincerest appreciation for the wonderful party given upon my retirement. I would also like to express my many thanks for the happy association over the past 45 years.

Larry Contri
3610 Magpie Lane
North Highlands, CA. 95660

Enjoyed His 52 Years

Through MILEPOSTS I wish to express my thanks to all those good people who had a part in arranging and attending a very nice retirement party for Larry Contri and me on September 11, and for the gift received. My regards and thanks to all the hundreds of people I have had the pleasure of working with over the past 52 years. Many have left us as the seniority lists have turned over once or twice during this time. Many thanks, too, to those who gave me the opportunity to "stay over" a few months and issue a new timetable and other special work. I have enjoyed my entire 52-year career with WP. I never wanted to be a "boomer," for where else could one find a better company to work for and I hope they continue to prosper.

George W. Naylor
1181 Weber Way
Sacramento, CA. 95822

Happy Memories of WP

For many years I received MILEPOSTS regularly but not in recent years and I miss the magazine very much. Could you place my name on your mailing list again? It may be signs of old age but I have some very happy

memories of my younger days on the WP. It began in August 1909 watching engines at Sulphur pit. A few weeks later I became a fireman on work trains and fired Engine 17 for Roy Lampson at Sand Pass until the snow drove us out that winter. I later took my seniority on the eastern division and worked out of Winnemucca until I was promoted in September 1913 at the ripe old age of 21. I worked all over the road for many years. There are very few of the real old timers left and I wonder if there is anyone who worked in construction days? I would like very much to hear from any of the old gang that remember me.

Frank J. Gorman
809 So. Center Street
Reno, NV. 89501

Cecilio Borjas

I regret to inform you that Mr. Cecilio Borjas passed away on October 17, 1970. Mr. Borjas retired on August 29, 1952 as a section foreman at Elko. He had regularly been receiving MILEPOSTS at 514 48th Street, Brooklyn, N.Y. This letter is sent at the request of Mrs. Borjas.

Joseph Amedure
1024 56th Street
Brooklyn, N.Y. 11219

Douglas Hughes

Our sincere appreciation to our many friends for their words of encouragement and their sympathy extended to us in the loss of our son and brother, Douglas Hughes. We are grateful, too, for the beautiful floral tributes, money, food, and for the many cards received. Words cannot express our thanks to all of you for everything you did for us.

Mr. & Mrs. H. C. Hughes, Jr.
Route 1, Box 399-A
Quincy, CA. 95971

New withholding rule to benefit retirees

According to the August 31, 1970 issue of *The Tax Barometer*, under prior law, if a wage earner retired and began receiving a retirement annuity, he was ordinarily required (possibly for the first time) to file an estimated tax return and make quarterly payments of estimated tax—since there was no provision for the withholding of tax from annuity payments. However, the 1969 Tax Reform Act added Code § 3402(o) to permit income tax withholding on pension and annuity payments made after Dec. 31, 1970. The Code addition, which has just been interpreted by temporary Regs, includes the following major features:

(1) The person receiving a pension or annuity (annuitant) may request the payer to withhold any specified whole dollar amount from each payment if the withheld amount (a) is at least \$5 a month, and (b) does not reduce the net monthly payment to less than \$10. The request must be made on a new form (W-4P), which will be available soon at IRS district offices.

(2) Once an annuitant files such a form, the payer must begin withholding the requested amounts in the first payment following the expiration of three months from receipt of the request. The request may later be amended or terminated.

(3) If an annuitant has income from other sources (that would require the filing of an estimated return and quarterly payments of estimated tax), he can increase the amount of withholding from his pension to cover all or a part of his estimated tax on such other income, and thereby avoid filing an estimated return.

Annuities which are wholly ex-

They Have Retired

Seymour C. Black, Tidewater Southern locomotive engineer, Stockton, 36 years 3 months.

Spencer Carmouche, chef, Oakland, 25 years 7 months.

Frederic F. Davis, locomotive engineer, Elko, 44 years 1 month.

Reino H. Erickson, conductor, Oroville, 43 years 2 months.

John C. Evans, clerk, Milpitas, 34 years 2 months.

Louis B. Hill, job counsellor, San Francisco, 32 years 7 months.

Lou Keith, laborer, Stockton, 27 years 5 months.

Florencio Maestas, car inspector, Stockton, 23 years 2 months.

Alfred N. Madsen, Sacramento Northern conductor, Sacramento, 18 years 3 months.

George H. Patterson, conductor, Salt Lake City, 46 years.

Lloyd W. Peters, rate & division clerk, Redwood City, 29 years 3 months.

Leo Redant, machinist, Elko, 33 years 3 months.

Helen R. Small, trainmaster's clerk and MILEPOSTS' correspondent, Oroville, 27 years 4 months.

BRT Service Pin found

A Brotherhood of Railroad Trainmen service pin was found enclosed in a box with a Western Pacific service pin.

If the owner will identify himself to the editor of MILEPOSTS, the pin will be happily returned.

empt from Federal taxation—e.g., social security and Veterans Administration pensions—are excluded from the new rules. [T.D. 7056, 35 Fed. Reg. 13436.]



Cabooosing

NEW YORK CITY

Bill Gurgurich

A hearty welcome to JOHN HASTINGS who became sales representative and works the heart of the city. John came to us from the MKT in New York and we hope his stay with WP will be a happy one.

Congratulations to Mr. and Mrs. Pete O'Neill on their marriage in June. What a merger! The bride is



the former NANCY MCARDLE, who has been with us for the past two years. Her husband, Pete, is employed with SP in New York.

Our best wishes to GRACE BOLOGNA, RICHARD TRACY, and JOHN CASSIDY who had a combined service of 23 years with Western Pacific in this city, but who have recently left our railroad to challenge other endeavors.

ELKO

Henry Walloch

E. "GENE" ARANO, laborer at the Elko diesel shop retired on October 15 after a service of 24 years with WP. "Gene" began as a boiler washer in 1944 and later worked in the station-



The cake Gene holds and shared with his coworkers on his last day reads "Good Luck, Happiness, on your retirement, Gene."

ary boiler room and as an engine supply man during World War II. He was born in Vyzcaya, Machitua, Spain on November 13, 1887 and will be 83 this month. He came to the United States in 1910. From donations given by Elko and Winnemucca employees "Gene" was presented with a radio so he can enjoy all the ball games during the season. We all wish "Gene" and his wife a most happy retirement.

Our very best wishes for a happy retirement also go to Engineer J. C.

RICE. Clint went to work for WP in September 1927 as a machinist helper in the Elko roundhouse. He began firing in September 1928 and was promoted to engineer in December 1942 and retired last July 17.

OROVILLE

Helen R. Small

(Editor's note: This is Helen's last report for MILEPOSTS, having retired on November 2. She was a correspondent since the magazine's second issue in September 1949, and during all these past years missed not more than two or three issues because of absence while on vacations. Helen came to California from Iowa in 1942. She first worked for WP in the early summer of 1943, relieving MEL GRAHAM (now trainmaster, Portola) in the



"I plan to travel, spend more time with my family and grandchildren, add to my collections of dolls and handpainted ching, and continue working in woodcraft," said Helen.

Oroville ticket office. With his return, Helen bid in a new ticket clerk position which she held for five years. She transferred to the trainmaster's office and has served as trainmaster's clerk for J. J. McNally, P. F. Prentiss, R. C. Madsen, L. W. Breiner, R. B.

Redus, V. H. Edwards, and briefly for K. B. Schulthies, all in Oroville. "I have enjoyed my part in MILEPOSTS all these years and my memories of years with WP are all happy ones," she wrote. "I have my home in Oroville and plan to remain there. Our very best wishes go with Helen for a long and happy future!"

Retired Conductor C. E. Fisher has been seriously ill and has spent considerable time in the Medical Center Hospital. He is now at home and we hope he will continue to improve in health. Conductor Fisher retired in March this year after 34 years and 5 months with WP.

Trainmaster-Road Foreman Karl B. Schulthies was transferred from Keddie to Oroville upon the retirement of Virgil H. Edwards, and we welcome Karl and his family to Oroville!

Mrs. Hattie Zent, widow of deceased Roadmaster Willard Zent, died on September 23 at the age of 62. She is survived by three daughters and five brothers. Funeral services and burial were on September 28 in Oroville.

Agent R. C. Hansen relieved Agent A. I. Reichenbach, Jr. for Art's August vacation. Art took his family on a tour of the western states, visiting Yellowstone, the Black Hills, Badlands of Dakota to name a few national parks. Some time was spent in Illinois with Mrs. Reichenbach's sisters and the return home was via the southern route for an all enjoyable time.

Everyone enjoyed the retirement party for Virgil Edwards at Table Mountain Inn on the evening of August 22. Virg and Antonette B. White of Sacramento were married in Reno on August 29 and they have our very best wishes for many happy years in marriage and for a long and happy retirement!

Members of the Purchases & Materials department enjoying Marvel's party are: Lynn Martin, Frank Gabbert, Shelley Banovic, Clyde Moll, Gertrude Pohndorf (on leave), Frank Brogdon, Marvel, Bill Knarr, Ducey Kerper, and Darrell Jennings.



SAN FRANCISCO

Marge Brown, Ruth Stone

Coffee and cake were served on October 29 for MARVEL LADD WALT who retired the next day as secretary to A. S. KASPER, manager purchases and material. Marvel first worked for WP in freight and passenger accounting. She next worked in the communications, purchasing, and industrial departments, and returned to purchasing to work under the late J. C. MARCHAND, W. C. BRUNBERG, and A. S. KASPER to conclude 29 years and 10 days service. Born of parents in the theatrical profession, Marvel and her sister formed the song and dance team of the Ladd Sisters. Her sister went with the Ziegfeld Follies and Marvel remained on the Coast. She presently performs for three theatrical groups for which she has been president, vice president, recording secretary and producer. Marvel said she will miss Western Pacific very much, but she takes with her our best wishes for many years of success and enjoyment.

While recuperating from a heart attack early this year, BOYD C. SELLS, marketing general secretary, decided to take his retirement. To celebrate the occasion of his 40 years with WP, a delayed coffeeklatch was given on



Helen and Boyd Sells

October 5, during which he received his Service Pin, retirement certificate, and gift from his boss, WALTER C. BRUNBERG. Boyd first worked in the freight traffic department on August 4, 1930 with various secretarial-clerical duties in departments responsible for west of Trans-Continental freight rates; meetings in Chicago for T-C freight rates; sales and service department; public relations and advertising; and the statistical department. During these 40 years Boyd spent three years in the U.S. Navy during World War II. His many friends ex-

(Continued on Page 15)



In Memoriam

Rose Axtell, retired clerk, Oakland, August 1970.

Clyde H. Collins, brakeman, Stockton, October 1970.

James E. Cooper, retired Alameda Belt Line clerk, Alameda, March 1970.

Fulgencio P. Enriquez, retired Sacramento Northern laborer, Chico, August 1970.

Eugene J. L. Girard, machinist, Pacifica, October 12.

Clayton L. Hadley, retired Oakland Terminal switchman, Oakland, April 1970.

Elmer H. Lindquist, retired sales representative, Oakland, October 1.

George L. McNay, retired freight

and passenger agent, Chicago, February 1970.

George D. J. Oldag, retired Sacramento Northern B&B foreman, Vallejo, August 1970.

Jack M. Schenk, carman, Sacramento, September 29.

Caboosing . . .

tend their best wishes for future good health and happiness!

ERNEST E. EVANS, chief clerk industrial department, is at home recovering from a heart attack on September 4. He entered Providence Hospital early that morning for a prolonged stay, but we're happy to report that Ernie is improving each day and hopes to return to work about the first of the year.

Jon R. Green, 22, the son of G. R. GREEN, director of economics and cost analysis, spent the summer in Dutch Harbor, Alaska as an underwater archeological assistant on an expedition sponsored by Western Michigan University. One goal was searching for archeological evidence of a land bridge via the Aleutian Islands from Asia to the North American continent, about which Jon wrote to his parents: "This activity was quite successful, but a second objective to uncover a Russian ship sunk in 1790 was not. The area is bleak, desolate, rainy and cold and dangerous seas made the work hard." Now a senior at San Jose State, Jon spent three summers on SN and WP track gangs and in 1969 was a diver at Marine World at Redwood City.



Milepost No. 215: Looking west past the Hy-Railer toward Oroville.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



NOVEMBER 1970

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Return Requested

Bulk Rate
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Permit No. 5371



According to John A. Volpe, Department of Transportation secretary, DOT's Office of Policy Development is "taking long, hard look at the rail revenue situation" with goal apparently to develop new kind of revenue procedure.

* * *
Completion is expected by mid-July 1971 of 9.8 mile track construction for Department of Transportation's High Speed Ground Transportation Test Center near Pueblo, Colo., using all-welded rail laid to accuracy never before accomplished.

* * *
Yugoslavia has requested bids by next January 6 on the supply of 10,000 four-axle freight cars, including flat, box, and moveable-top box cars with no less than 500 cars of any one type to be ordered.

* * *
Stephen Ailes, former Secretary of the Army, has been elected president and chief executive officer of the Association of American Railroads, effective next January 1. At the board of directors request, Thomas M. Goodfellow, who requested retirement next year, will continue to serve AAR as chairman until October 31, 1971.

* * *
As reported by Washington, internal proposal to combine Civil Aeronautics Board, the ICC, and Federal Maritime Commission into United Transportation Commission may be made soon.