



Distributing Empty Freight Cars by Computer

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We're distributing empty freight cars by computer

One of the most important functions Western Pacific can perform for its customers is having an adequate supply of empty freight cars where and when they're needed.

Today, WP is performing this service better than ever before, thanks to MICS—WP's total Management Information and Control System.

Burmeser, Utah, on April 8, was the last station converted to the car distribution sub-system phase of MICS. This followed an intensive training of all field personnel who have specific responsibilities for providing information to the system.

To collect this information a message switching/data collection subsystem was implemented in September 1967. The heart of this sub-system is a data communication controller with peripheral equipment located in San Francisco. This communication controller is connected to a total of 49 ASR teletype units, 36 in on-line stations and marketing offices, and 13 in marketing offices throughout the U.S. All input to this sub-system is prepared on the ASR teletype

units and then is transmitted to the data communications controller #1 in San Francisco, which in turn automatically routes the message to the appropriate addressee. All messages, including administrative traffic, are handled in this manner. Also at San Francisco is a second data communication controller with like peripherals as the first. As input is received via the message switching/data collection sub-system for the car distribution sub-system, this information is transferred to controller #2 and is used to update the necessary files and information needed for the car distribution system.

How the System Works

Two basic assumptions have been followed in the development of the car distribution sub-system:

1. Cars will be cleaned and inspected at the nearest facility after being unloaded.
2. Cars will not move between regions except under specific orders.

When a customer calls one of WP's agencies for a specific type of car, the person receiving the call completes a Car Order Form 220, showing the customer's name, his assigned patron number, date and time car is required,

Sr. Programmer Analyst Charles Creson runs tape storage unit to produce reports for field personnel and staff in transportation center.



COVER PICTURES

Manager Data Control Herb Knappe checks punched tape as Train Desk Clerk Gene Hamilton teletypes customer's car order to computer.
* * *

Programmer Analyst Dean Treicheit at Datamax 30 as order is received from San Jose.
* * *

Car Foreman Bud Furtney and Writeup Man Clarence Koester give an empty car a close check.
* * *

Car Distributor Althea Evans places car order.
* * *

Switch Foreman Sid Love signals engineer to pull out of cars for delivery to customers.
* * *



After thorough checkup Writeup Man Clarence Koester makes report on car's condition.

date and time the order is placed, commodity description, number of cars requested, and type of car requested. The information is then punched into paper tape for entry into the system via the teletype unit. As the information is transmitted to the computer center, a record is made of this particular car order. This information is kept on file until a specific car is assigned to the order.

The sequence of events necessary to make cars available for assignment to orders begins as the empty cars arrive in the yards and are spotted on the cleaning tracks, where car inspectors inspect each car and enter the condition information on a Car Classification Form 200. After inspection and cleaning (when required) is completed the information is transmitted via teletype to the computer center where the computer program analyzes the information and issues a classification for each car which lists:

1. The kind of car.
2. The condition of the car.
3. The availability for loading status of the car.

This information is kept on file until the car is assigned to an order. The classification information is also sent directly to the station which entered the information, a response referred to as a 313 output.

A record of all car orders and the region (WP has 10 regions) which placed the order is maintained in the computer center in addition to the list of all available cars, by car type, within the region. Twice daily, a supply and demand report is prepared listing all car orders and all available cars (by car type) for each region. Each region receives its own regional report and a copy of all regional reports is sent to the transportation center. Here, the car distributors analyze the information and issue distribution and surplus orders. The car distributor can determine from the reported information if there is an excess or shortage of specific car types by car region. If there is an excess of car orders for a specific type car in Region 2 and there exists an excess of that specific type car in Region 1, the car distributor issues a distribution order to move those specific cars from Region 1 to Region 2. It is the responsibility of the regional car desk to assign specific cars to specific orders. As cars are assigned the information must be sent to the computer center so that a current inventory of available cars is always maintained within region.

Transportation Center

The transportation center at San Francisco is the heart of MICS, and
(Story continued at top of Page 5)

As Manager of Transportation Information, Bob Redus heads transportation center staff whose pictures appear on page 4.



Transportation Center Staff



Jim Baker, manager equipment utilization.



Al Evans, assistant manager equipment utilization.



Gene Shipman, information control clerk.



Anne Malfa, chief transportation clerk.



Dennis Rickman, chief car distributor.



Harry Johnson, assistant chief car distributor.



Aurilla Troy, car distributor.



Ben Lee, transportation clerk.



Warren Lee, transportation clerk.

is responsible for the distribution of cars utilizing the information supplied from the MICS system. The disposition of empty cars has the same priority as the delivery of loaded cars to a customer and must be handled expediently and efficiently so orders can be filled at the earliest possible moment. It is also important that empty cars be moved off line as soon as possible per transportation center instructions to avoid extra per diem days. It is estimated that an empty car not being utilized costs WP \$16 a day in per diem and lost revenue. This amount will vary depending upon the specific type of car.

The implementation of MICS is placing more stringent requirements on all WP personnel, as the only way the system can effectively function is with accurate and timely information. This on-line, real-time system collects and processes data as things are happening so that up-to-the-minute information is always available.

It is possible to receive up-to-the-

minute information by inquiry into the computer center from any teletype location, for the following:

1. Specifications and dimensions of a specific car from the Equipment Register—type code 234-02.
2. Listing of car kind code, condition summary code, availability status code, present location, and condition summary detail—type code 234-03.
3. Complete listing of a specific car order—type code 234-04.
4. List of detail for car utilization—type code 234-08.
5. List of last reported location time and date—type code 234-11.

All inquiries are for a specific car, except for type code 234-04. The inquiry for car order information must include the ordering station and car order number.

Western Pacific's MICS is OUR SYSTEM — designed, implemented, and operated by Western Pacific personnel. With your cooperation we can better distribute empty cars for our customers when and where needed!

Roy E. Larson

Roy E. Larson, retired vice-president-finance, died in a Reno hospital on September 1 following a stroke about two days before while watching home movies during a stay at Lake Tahoe.

Roy retired on December 31, 1965 after a service of 40 years and 4 months, all in the treasury department which began as a junior clerk on September 5, 1917. He later became paymaster, cashier and assistant treasurer and was appointed treasurer on July 1, 1948. The title of vice president and treasurer came on December 14, 1955, and on March 16, 1961 he was elected



a director of the railroad. When organization changes placed the accounting and treasury departments under a vice president-finance on June 24, 1964, Roy received the title he held at the time of his retirement.

Survivors include the former Ruth McGrath, his wife since three years after he joined Western Pacific, and one daughter, Mrs. Gilbert (Barbara Ruth) Sheffield of Lafayette, and three grand children, Gail, 14, Mark, 12, and Todd, 10.

The Larsons' home is at 63 Fernwood Drive, San Francisco.

PEOPLE ON THE MOVE

To: Willing People United Crusade Contributors

WP Crusade solicitors came away from a recent "See" tour completely aware of the needs of two of UBAC's 180 agencies supported by your gifts. If we all had the same opportunity to come face to face with another human being who needs us, all our personal problems would be put aside, all barriers would be softened. There are so many who MUST depend on us for hope and encouragement that I trust my co-workers will respond cheerfully and generously to accomplish our 1969 goals—\$23,000, and 100 "Fair Share" givers.

A "Fair Share" gift is 1% of income if your annual wage is \$10,000 or more—or just one hour's pay per month.

B. E. Pedersen
Western Pacific
Crusade Chairman



The systems and information services group which has operated under the jurisdiction of the vice president-finance, on August 1 was designated

the management services department under the jurisdiction of the president. With the change, Robert L. Petersen was promoted to director - management services.

Bob, a native of Harlan, Iowa, was born on August 10, 1926. He earned a B.S. degree in mathematics in 1949 at Iowa State University where he was a member of Pi Mu Epsilon, a national Mathematics Honorary Fraternity, and Cardinal Key, Iowa State's highest honorary fraternity. As captain of the university's basketball team he was selected an all-Big Seven guard for two years. Bob later took graduate courses at the University of California-Los Angeles and at the University of Southern California, and received an M.B.A. degree at Arizona State University.

He first worked as production superintendent for Allen-Bradley Co., Milwaukee, Wis., supervising ceramic capacitor production. In January 1955 he became manager of electronic data processing for Pacific Semiconductors, Inc., Lawndale, Calif., and in June 1961 he joined General Electric's

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A preschool training center for retarded children was first stop on the tour. WP solicitors viewed the fine work being done by experienced volunteers through aid of UBAC funds. Despite handicaps, these little children receive important training and love while away from parents untrained or financially unable to devote time to the welfare of their children.

Below: During their visit to Youth For Service headquarters, WP's solicitors learned from YFS staff members of the pride and energy this little-known member agency of the UBAC is putting into their efforts to benefit problem youths. Former dropouts, they work as "Peace Squads" right in streets in underprivileged districts. They help to break up gang wars, riots and other disturbances before they get out of control. They encourage dropouts to return to school, give training to equip them for work, redirect actions and attitudes of delinquents, underprivileged and social

outcasts. They bring "hard-core" youths to counseling meetings to meet police, businessmen, public defenders, and other prominent persons of the community. No punches are pulled, no holds are barred, and the results are a healthy respect and understanding for each others problems. One YFS goal for 1970 is a summer camp on the Russian River for 3,000 youths who, during a stay from a few days to two weeks, will receive classroom studies and work training as well as recreational activities. The motto for Youth For Service is "It's Your Thing—Let's Do It!"



"Chuck" McNeal, solicitor for the S.F. district sales office, gives hand to two retarded tykes trying to make their weak legs strong.

People On The Move...

computer division in Phoenix, Ariz., as senior specialist, market and sales planning, later becoming consulting systems analyst and senior systems analyst. He left GE as district manager, applications engineering at Millbrae, Calif., to join Western Pacific on January 16, 1967.

Bob, his wife, Mary, and three daughters, Lisa Marie 12; Wendy Sue, 10; and Karen Ann, four, live in San Rafael.

* * *

Effective August 1, Gilbert T. Hayhurst was promoted to the position of assistant freight claim agent.

Gil was born in Merced, Calif., on November 24, 1935. Following graduation from Reedley (Calif.) College he entered the Air Force in 1955. After spending 18 months in Japan as a legal clerk in the office of Staff Judge Advocate he returned to the States for a year at the Air Proving Ground Command Headquarters, Eglin, Florida, in the finance and management analysis sections.

Gil first worked for WP in the district sales office in Fresno in October 1958, was transferred to the Los Angeles office in 1961, to the Oakland office in 1963 and to San Francisco as chief clerk-sales in 1964. He became chief, sales and service in April 1967 which preceded his appointment as claims adjuster, freight claim department on September 1, 1968.

During his entire career with WP Gil has continued his education at evening course colleges in Fresno, Los Angeles and San Francisco, receiving

four scholarships and a B.B.A. degree from Golden Gate College.

Gil and his wife, Doris, have five children and live in Pleasant Hill.

* * *

Jonathan B. Morgan was appointed manager of accounting effective August 1, assuming all accounting responsibilities. He succeeds Frank Fieger who resigned in July.



John was born on August 18, 1920, a native of San Francisco, where he graduated from St. Ignatius High School and attended evening courses in mathematics and accounting at University of California Extension School and Golden Gate College.

He first worked for WP as a junior clerk in the (then) traffic department on August 1, 1938. He transferred to the accounting department on January 9, 1941, as a vault clerk and during the following 22 years held numerous titles from waybill assorter, clerk, general clerk fuel accountant, general bookkeeper, student traveling accountant and traveling accountant. His career was interrupted for about three years to serve in the U.S. Army's finance corps during the early '40s. He became assistant auditor of disbursements on March 1, 1963, assistant to general auditor-accounting six months later, and on July 1, 1964, was promoted to the position of assistant to general auditor-general. Since July 1, 1966, John has been manager-general accounting.

John lives in San Francisco except for weekends when he travels to the home of his mother at Pebble Beach on the Monterey Peninsula.

They Have Retired

Edward J. Hillier directed his last movement of a long Western Pacific freight train through the Feather River Canyon on July 31. As the train sped on to its destination Ed closed out a railroad career of nearly 51 years which began with the Great Northern on August 18, 1918.



Ed's WP "home" at Sacramento for 21 years

Ed was born in Coeur d'Alene, Idaho, on Independence Day, 1906. His first work with the GN was as station helper and clerk. From September 1927 until March 1937 he worked as operator, agent, assistant car distributor and relief dispatcher. He joined Western Pacific on March 31, 1937, as a telegrapher. He was promoted to dispatcher and then night chief dispatcher, and became chief dispatcher at Keddie in 1944. He has been chief dispatcher at Sacramento since 1948.

His wife, Laura, passed away in December 1963 after a marriage of 31 years. Their only child, Gerald, lives

in Billings, Montana, and has a son and a daughter.

A large gathering of his friends turned out for Ed's retirement party in Sacramento on August 2, about which Ed wrote MILEPOSTS: "I wish to take this opportunity to convey my sincere appreciation and thanks to all those who made possible the excellent dinner party and nice gift presented to me upon my retirement. The evening will be one of my cherished memories.

"It has been a pleasure working with so many of you over the years. I am now looking forward to spending considerable time fishing, golfing, and traveling."

Ed's home is at 4433 Hillview Way, Sacramento, Ca. 95822.

* * *

The freight claim department lost one of its senior employees when Robert R. Beebe retired as assistant freight claim agent on July 31 with

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Golda Beebe and Anne Irwin smile as Bob Beebe holds a new fishing rod. Photo by Cliff Emerson.

42 years and 10 months service. He was only 22 when he entered the department after graduation from North Denver High School in Denver, Colorado, the city of his birth.

Bob began as a file clerk and advanced through several clerical positions which led to the title of freight claim investigator. He was next promoted to freight claim inspector, then chief clerk, and prior to being appointed assistant freight claim agent on June 1, 1967, he was freight claim adjuster.

In addition to his varied experience in freight claim work, Bob furthered his railroad education through a course in traffic at San Francisco's Golden Gate College.

On August 28, 1930, Bob married the former Golda Sparks of Salt Lake City. They have two children, Mrs. Brenda Cordone of Sacramento, and Robert T. Beebe of Rohnert Park, California.

The Beebe's live at 66 Dorham Road in San Anselmo, but you may not always find them at home. An expert with a rod and reel, Bob is anxious to improve his skill with the aid of a fine new rod presented to him at his retirement party in San Francisco attended

by many friends and co-workers on July 31. * * *

Another one-department employee, Walter E. Vanskike, retired as chief clerk, treasury department, on August 31, after a service of 41 years and nine months.

Van was born in La Belle, Missouri, on August 30, 1909. He was 18 and just out of high school in his home town when the family came west. On December 1, 1927, he was hired as a junior clerk by the late Charles Elsey, then treasurer and later president of the railroad. During the ensuing years Van acquired full knowledge of the department's functions through a series of promotions leading to the position of chief clerk. Van's signature is probably as well known as that of any employee on the railroad for he long ago lost track of the number of paychecks he has signed. Van has handled more MILEPOSTS than any other employee, also, for he has supervised the mailing since the magazine was first mailed to employees' homes in February 1950.

Van and the former Eve A. McEwen of San Francisco were married on

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Eve and Van show their happiness at the reception which followed the wedding of their son, Walter, and his pretty bride, Marsha, earlier this year.



Caboozing

STOCKTON

Elaine Obenshain

Congratulations to Patricia Gayle Monks, daughter of Water Service Maintainer and Mrs. LEON MONKS, on her marriage to First Lt. George C. White during a military ceremony at Fort Ord on June 21. Following a champagne buffet in the Officers Club the couple traveled to Lake Tahoe and Yosemite for their wedding trip. Their first home will be in Pacific Grove. The bride attended San Jose State where she majored in social sciences and until her marriage was employed by General Electric Nuclear Energy Division in San Jose.

Brakeman and Mrs. S. A. THOMAS became parents of Laura Jean on June 27 to join two brothers, Curtis, 6, and Bruce, 4½. Special Agent and Mrs. E. L. McCANN, Oroville, and Mrs.

Walter E. Vanskike . . .

May 20, 1933. They have two children, Mrs. Dell Ora Coulan and her husband, John, who have a daughter, Eileen, 5 years; and a son, Walter and his wife, Marsha. Eve is, of course, well known to WP employees because of her long service with the S.F. WP Employees Federal Credit Union.

The Vanskikes' future plans include a three-month's circle tour of the U.S. to return to their home at 2466-30th Avenue, San Francisco before Christmas. Some time in 1970 they will travel to Hawaii for an indefinite stay.

Lottie Thomas are her great-grandparents. The happy grandparents are Mr. and Mrs. Alfred Di Stefano.

Pvt. John Walker, son of Crane Operator and Mrs. CLYDE WALKER, recently returned from a tour in Vietnam with the Army. Following a leave, John and his wife will depart for Ft. Knox, Ky.

SP-5 W. F. FILBECK, brakeman, returned from Vietnam where he served with the 1st Air Cavalry Division. Following his leave he will be stationed at Ft. Lewis, Wash.

Mr. and Mrs. Joe Belli (nee Carolyn Rice) daughter and son-in-law of Engineer and Mrs. J. P. RICE, and their sons, Tony, 6, and Barry, 3, departed in late July for Tripoli, Libya, North Africa, where Joe will work for two years in the Sahara Bank. He was formerly operations officer, Oakdale branch of Bank of America. A family reunion to bid the Belli family bon voyage was held at the Rice home on July 13.

Our deepest sympathy to the family of retired Conductor GRANT H. EVANS, who passed away away on August 4 at Turlock. He is survived by his wife, Viola, daughter, ALTHEA and son, ALBERT, the latter two WP employees. Grant was a former trainmaster at Stockton and Oakland.

Carman CLARENCE L. WEMMER passed away recently at San Jose and we extend our sympathy to this family, too.

Our congratulations and best wishes to Clerk JEFFREY L. VALENTINE and SHARON TATUM, former telegrapher, who were married recently at Stockton.

ELKO

Henry Wallock

Linda Edwina Thomas and ARISTARCHUS GENE HUNTER III were married in a double ring ceremony in the First Presbyterian Church, Elko, on May 31. The bride is the daughter of Trainmaster and Mrs. L. E. THOMAS, and the groom is the son of Mr. and



Mr. and Mrs. Hunter III

Mrs. A. C. Hunter II of Wall, South Dakota. "Stark" Hunter is employed by Western Pacific as a telegrapher, but at the present time is on military leave serving with the Navy.

A note was received from Mrs. Alfred Salicchi to tell of the funeral services for Roy H. WOOLVERTON, her father, who died at Elko General Hospital on July 10. Mr. Woolverton worked for WP from 1918 until his retirement in 1956. He married Ann Gardner on March 30, 1918, and celebrated their Golden Wedding Anni-

versary last year. In addition to his wife and Mrs. Alfred Salicchi, he is survived by three sons, Max, Elko; Jerry, Wells; and Alec, Reno; two other daughters, Knoela Vignolo, Elko, and Elsie Iverson, Portland, Ore.; eight grandchildren and two great-grandchildren. Our sincere sympathy to this family.

OROVILLE

Helen R. Small

Congratulations to Switchman and Mrs. GARY L. POTES upon the arrival of their second daughter on July 10.

Retired Trainmaster and Mrs. PHIL F. PRENTISS of San Jose were here during July calling on old friends. They both look fine and we were glad to see them.

Retired Conductor O. J. "JIM" CROWE made his final run on the California Zephyr from Oroville to Winnemucca 10 years ago on June 28. At that time, he made the remark that in 10 years he would make this same trip so, on the 28th of June, he kept his promise and really enjoyed the trip again. Jim says, in another 10 years, he will repeat his trip.

Carman T. E. CLIFTON retired on June 30 after 28 years with WP. He was employed by Sacramento Northern at Chico and at Sacramento before coming to Oroville with WP in February 1941. He served as BRCA local chairman for 28 years and was also secretary for 25 years. From 1948 to 1958 he was general vice chairman for BRCA for D&RGW-WP. Cliff has many interests to occupy his retirement on his small ranch near Durham. He is an ardent fisherman and gardener and plans to take some nice trips. We wish him many good retirement years.

We had a most pleasant visit from retired Conductor CURTIS RISK, his wife, and daughter, Mrs. Melvin Aird, of Oakland. Curtis is 89 years young,

looks fine and is going strong. It was good to see him.

Our sincere sympathies to the families of the following:

Annabel W. Hughes, wife of Signal Maintainer ALBERT HUGHES who passed away in May.

Retired Engineer LESLIE E. BOONE who passed away on June 18. Survivors are his widow, Mrs. Clara Boone, son Donald in Montana, and daughter, Mrs. Jacqueline Wright of Oroville.

Clerk LLOYD A. DARNELL, age 68, passed away on July 7. He had been employed as a storekeeper for 23 years. He leaves his widow, Mrs. Jewel Elaine Darnell, and son, Lloyd, Jr., of Athens, Greece.

Congratulations are in order for the following newly married couples:

Jon R. Carpenter, son of Conductor and Mrs. ARDEN L. CARPENTER, was married to Mildred Lynn Brough in the First Methodist Church in July. The bride is the daughter of Mr. and Mrs. William D. Brough of Oroville. She attended Heald's Business College and was employed by Central Valley Bank. John recently completed a 13-month tour of duty with the Marine Corps in Vietnam. They are living in Carlsbad, Calif.

Maryellen Flynn, daughter of retired Diesel Supervisor and Mrs. JOHN F. FLYNN, and Lt. Michael P. McGee were married in St. Thomas Catholic Church in July. Their home is in Quantico, Va.

Retired Section Foreman W. L. HERSCHE has moved to Vallejo and our best wishes go with him for his retirement.

Conductor E. F. REEDY is in the Medical Center Hospital convalescing from a recent illness. We wish him an early recovery.

Gordon Reichenbach, son of Agent and Mrs. A. I. REICHENBACH, de-

parted early in August for his second tour of duty with the U.S. Navy in Vietnam.

SAN JOSE

Lee Marshall

Received a letter from C. A. BURKETT, SR., retired Conductor, telling of the death of Mrs. Edna E. Coulter at the age of 86. "This should be of considerable interest to the very old-timers all the way from Portola to San Jose," wrote Burkett. "Mrs. Coulter's husband, HOWARD, was a very popular Conductor in the pre-war days and was in his 90's when he died in 1965." Mr. Burkett said that at 89 he is living alone in an apartment, is never lonely and is still interested in the WP and the future.

SACRAMENTO

GRAYCE JOSSERAND, stenographer-clerk, marketing department, reports the untimely passing of Hermine Kistle Borg in Scottsdale, Ariz., recently at the age of 43. Mrs. Borg, a native of Sacramento, is the daughter of Carl Kistle and MARIE KISTLE, an employee in WP's Sacramento freight office.

Other survivors include Mrs. Borg's husband, Ronald I.; two sons, Charles and Jeff; two aunts, Hermine Bacon and Ilomay Rummel, both of Orange County; and two uncles, Herbert Rummel of Lodi, and Superior Court Judge Oscar A. Kistle, Sacramento.

SAN FRANCISCO

Marge Brown, Ruth Stone

We regret to report the death of Mrs. Marguerite Allen, wife of retired Superintendent of Transportation GRANT S. ALLEN, on August 17, at the age of 71. She was the mother of Mrs. Norman A. Hammersly and Mrs. George L. Carroll, sister of Lawrence H. DeLand and Mrs. Parker N. Savage, Sister Marie DeLand, O.P., grandmother of seven grandchildren. An established artist, Mrs. Allen was

a member of Marin Society of Artists, S.F. Museum of Art, and the DeYoung Museum of S.F. Rosary was held in San Rafael on August 20 with funeral services on August 21 at Star of the Sea Church, Sausalito.

Congratulations to NORMAN NEATHAMER, who became chief clerk, treasury department, following the retirement of W. E. VANSKIKE on August 31.

Best wishes to IRENE STROBRIDGE who retired as an accountant on June 30 when cake and coffee was served and a gift presented to her prior to her move to Southern California.



Irene Strobridge gets a big hug from her boss, Frank Fieser, at farewell party June 30.

Things are happening in the family of ANTHONY W. QUILL, internal auditing department. Tony and his wife, Lois, became grandparents on July 19 when daughter, JUDY, former accounting employee, and her husband Bill Utikal, presented them with grandson William Anthony. Tony's other daughter, JEANNE QUILL (now an aunt), returned not too long ago from a visit to Tahiti and other South Pacific ports and expects to leave her marketing secretarial position for an

other tour next year. And, to celebrate their 25th wedding anniversary, Tony and Lois, accompanied by WILLIAM F. ROYAL, management services department, and his wife, Ida, leave September 14 for a 21-day tour to Europe. If schedules are maintained, they will arrive in Venice just in time for an anniversary dinner.

PAUL WILMOTH, staff analyst-marketing, returned to work August 18 feeling better than ever after hospitalization with an ulcer problem.

Burk E. Delventhal, son of Manager-Marketing Field Services and Mrs. LEO DELVENTHAL, JR., was a recent Hastings College of Law graduate who attained membership in the Order of the Coif, national scholarship society which includes senior class members achieving a high scholastic distinction.

Sincere condolences to GERTRUDE POHDNDRD, purchases and material department, whose husband, Leo, passed away on August 20 after a brief illness. A son, Kevin, 11, also survives.

Best wishes to Industrial Clerk MARJE MOORE who left WP on September 5 for a more leisurely life as a housewife. Marje was with WP for 25 years and 11 months and worked for both the marketing and industrial departments.

MECHANICAL DEPARTMENT

Clara R. Nichols

We were all saddened by the death of ELBERT E. GLEASON, 79, on August 2. He had been retired since November 1, 1954, when he left WP as chief

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MILEPOSTS



In Memoriam

Clarence H. Beasley, switchman, Sacramento, August 7.

Simon V. Bermudez, laborer, San Francisco, August 5.

Charles L. Davis, retired chief clerk, Oakland, August 2.

Grant H. Evans, retired conductor, Turlock, August 4.

Richard K. Fox, retired general clerk, San Francisco, August 6.

Elbert E. Gleason, retired chief mechanical officer, Sacramento, August 2.

Ray F. Niblock, marine captain, Ross, Calif., August 4.

Claude A. Tripp, retired brakeman, Winnemucca, August 18.

Walter T. VanCleave, retired Sacramento Northern yardmaster, Sacramento, July 31.

Clarence A. Wemmer, carman, Stockton, July 27.

Mechanical Department . . .

mechanical officer with more than 43 years service. Ed, born on October 17, 1889, spent most of his early life on a farm on Yuba County and since boyhood was mechanically inclined. He first worked for WP as a roundhouse clerk at Oakland and had worked in various positions at Sacramento since 1913. He was the beloved husband of the late Irene E. Gleason and the loving father of two daughters, Mrs. Frances MacGregor and Mrs. Beth Miller and three grandsons. Funeral services were held in Sacramento on August 5.

A grandson, Bruce MacGregor, wrote MILEPOSTS that "My grandfather was a mechanical creator whose hands had crafted violins as well as locomotives from raw materials into precision instruments. It was his craftsmanship in all things—job, WP's motive power, the art of living generally—in which he took important pride.

"To those who knew Ed, he was a quiet man, competent beyond question in the job given him, a friend in the deepest sense to the people who worked with him and, above all, a good man. He has left a void in both his family and veteran railroaders who grew up with WP."

VOLUME 21, NO. 9 SEPTEMBER 1969



Milepost 197: Sign shows maximum speeds 60-50 for freight trains; 79 for passenger.

WESTERN PACIFIC MILEPOSTS

526 Mission Street

San Francisco, CA 94105

Lee Sherwood, Editor

Member Assn. of Railroad Editors

SEPTEMBER 1969

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Return Requested

Bulk Rate
U.S. POSTAGE
PAID
San Francisco, Calif.
Permit No. 5371



To improve ICC effectiveness President Nixon proposed Presidential appointment of permanent chairman with increased authority instead of current annual rotation to go into effect within 60 days unless vetoed by Congress.

* * *

Route selection is under way and construction of Santa Fe Pipeline Co.'s \$31 million 60,000 barrel per day capacity line to begin in spring of 1970 with line ready for service in January 1971.

* * *

Canadian National opened new half - million dollar plant for production of continuous welded rail at Transcona claimed most up-to-date of its kind with output estimated at 300 to 400 miles of welded rail per year.

* * *

To ease car shortage, Illinois Central shipping grain in plastic - covered open-top hopper cars in test operation.

* * *

Electro-Motive recently delivered to Union Pacific "world's most powerful locomotives" DD40X, a 16-wheeled, 268-ton, 6,600 h.p. diesel-electric almost 100 feet long with 16-cylinder engines.