

WESTERN PACIFIC
Mileposts

FEBRUARY 1970



***YOU
OWE IT
TO YOUR
FEET!***

—Page 7

***UNIT TRAINS
ON THE GO***

—Page 3





WP unit trains move Seatrain containers

In the November 1969 issue MILEPOSTS announced the location of Seatrains Lines, Inc. on property next door to Western Pacific's Oakland coach yard. This new business, both for Seatrains and the railroad, is already showing steady growth.

Oakland is the only West Coast port where Seatrains loads containers aboard its ships for sailings to Hawaii. As a consequence, it means two-way traffic for WP in handling, jointly with Santa Fe, both loaded and empty containers between Southern California and Oakland.

WP has been participating in this new service since last September, and the volume has steadily increased. To handle this increased business the two railroads last November began regular operation of a unit train to haul containers both northbound and southbound. These unit trains have been varying from 30 to 50 cars in length.

Normally, each car will handle three containers mounted on chassis, but until additional special TOFC cars are delivered, a portion of the containers in each train must be handled two on a car.

Seatrains will also be receiving car-load traffic from trans-continental points for container loading.

FRONT COVER PICTURES

A workman gets fitted for Safety Shoes under WP's new special purchase program. (See story on Page 7.)

* * *

A powerful diesel pulls a cut of Seatrains containers out of Oakland yard for a southbound movement in a WP unit train.

PEP Award Program gets under way

At press time it was learned that considerable action is being taken around the railroad to determine candidates for the railroad's PEP (Participating Employee Program) Awards, announced in MILEPOSTS' November issue for all WP, SN, and TS non-evaluated employees.

With the first quarter candidate nominations due on March 1, most department heads lost no time in establishing their own method to select a nominee from the names submitted by their sub-departments and appointing supervisors to canvass, and become more acquainted with their employees in order to come up with a possible winner. Some names have already been selected as candidates for the first quarter.

For the benefit of all concerned, listed again below are the five groups responsible for the selection of a single candidate from their respective groups for the first and following three quarters of 1970:

- Group 1—Operating
- Group 2—Marketing
- Group 3—Finance
- Group 4—All Other
(employees not in
Groups 1, 2, and 3)
- Group 5—SN and TS

In the event some supervisors and their employees did not see the PEP announcement in the November issue, award selections will be based on best meeting the following criteria:

1. Interest in Company:
Punctuality and attendance.
Useful suggestions:
 - A. New methods.
 - B. Cost saving.
 - C. Safety.
2. Interest in Self:
Appearance.
Cooperativeness.
Self development—
(educational courses)
3. Interest in community.
Local government.
Community work (UBAC
and other charities,
social, patriotic,
youth work, etc.)

In the event a candidate whose name is entered for the first quarter award is not selected as a winner, his name can be re-entered EVERY OTHER quarter.

Quarterly candidate nominations must be forwarded to Lee Sherwood, editor, MILEPOSTS, by March 1, 1970; June 1, 1970; September 1, 1970; and December 1, 1970.

An Evaluation Committee composed of representatives from each group will meet to determine the PEP AWARD quarterly winner. In December 1970, an Annual Winner will be determined from the four quarterly winners.

Each quarterly winner will receive five shares of Western Pacific common stock. The annual winner will, in addition, receive 10 shares of Western Pacific common stock.

The action's taking place—are you in it?

Awards for good SAFETY performance

It was intended to tell you before this about WP's new Safety Performance Award Program which officially began on January 1 this year. Plans for the program began last year, but the scope of the program continued to expand and it was just recently possible to announce a program that would be fair to all.

The Company is most concerned about the safety of its employees. It has rules and regulations to explain to its employees HOW to work safely. The Company, however, cannot very well prevent an employee from being injured if those rules and regulations are not followed on the job. Therefore, the reason behind the new Safety Performance Award Program is to provide the employee with an added incentive which will encourage him to be mindful of those rules and

regulations when performing his duties.

A departmental award will be given once each year to the Transportation, MW&S, Signal & Communication, and Mechanical supervisory district that obtains the lowest reportable injury ratio during a one-year period—January 1 to December 31 inclusive.

Individual awards will be available for those employees who had no "reportable" personal injury while working the entire year in a district awarded the departmental award.

Special awards will be available for employees with 30 years of continuous service without a "reportable" personal injury.

Because your railroad thinks so highly of this new program, it decided to regress and honor with awards those employees who achieved outstanding safety performances during 1969.

To personally make the Award Presentations, Vice President & General Manager Donald H. MacLeod invited each winner and his wife to dinner in Sacramento on February 4. After explaining the new safety award

(Continued on next page)

1969 Award Winners, shown below between Vice President and General Manager D. H. MacLeod (left) and President M. M. Christy (right) are: Road Foreman H. E. Parks (Operating), Signal Communications Engineer B. L. McNeill Jr. who accepted awards for Signal Supervisor K. J. Mize (Signal and Communications) who was ill, Superintendent Locomotive Department R. E. Schriefer (Mechanical), and Roadmaster A. A. Schuetter (Maintenance of Way).



Safety Awards . . .

program and congratulating the men on their achievements, he presented each man with two attractive walnut plaques. One, with the winner's name and accomplishment engraved on a name plate, was given for permanent possession. The other, with 18 name plates, is a perpetual plaque. Each annual winner has his name engraved on one of the plates and retains the plaque for one year, or for as many years as his department continues to be a winner. Otherwise, this plaque is passed on to the new winner after his name is engraved on the following name plate, to hold for one year.

President Myron M. Christy also attended the dinner to personally extend his congratulations to the winners. "These four supervisors and their men accumulated a combined total of nearly three quarters of a million man hours worked during

1969 without a reportable injury," the president announced. "This is a very impressive record compiled by these men and those working under them, and it gives me great pleasure to be present on this occasion. In addition to a person's normal desire to keep from being injured, I'm sure this new Safety Award Program will give our people an even added incentive to work safely at all times."

What can you do to win an award?

1. Know the rules — Safety and Operating.
2. Abide by those rules.
3. STAY SHARP — Think before you Act!
4. Assist others in working safely.
5. Attend Safety and Operating rules classes.

The best thing about winning an award is not the award itself. The greatest satisfaction is having worked an entire year without being injured! Will you be a double winner?

Killed any good ideas lately?

Ideas are fragile things.
Some die aborning.
Some wither from lack of care.
Others need only a few thoughtless words to lay them to rest forever . . . killer phrases like these:

It's not in the budget.

We're not ready for it.
It doesn't conform to our policy.
It's never been done before.
We have too many projects now.
You'll never sell that to the management.
Let's form a committee.
We don't have the manpower.
Let's put it in writing.
Has any one else ever tried it?
Let's see what other companies are doing.
I don't see the connection.
Don't move too fast.
Who thought of that?

How many good ideas have you killed lately?

Adapted from an address by
William L. Naumann
executive vice president
Caterpillar Tractor Co.
Peoria, Illinois

* * *
Printed through courtesy of Max Bass,
Editor "Caterpillar World"



To announce the new Safety Shoe Program Carman John Prise consented to try on one style of Hy-Test safety shoes. "I wouldn't work without safety shoes," said John, who has 30 years service with WP, all without a reportable injury.

STAY SHARP!

A foot is more than 12 inches!

When you move around on two good feet you probably never give a second thought to making them move. It just comes naturally. But you will give a lot of thought before making that next step when you know it will cause pain from an injury!

By wearing proper footwear when on duty you will reduce your chance of foot injury, and you'll be able to keep your mind more on WHERE you next step rather than HOW.

For those employees desiring a comfortable shoe with steel toe protection, Western Pacific will make it easier for you to obtain them.

Your supervisor has all the details on how you can obtain high quality safety shoes with ankle support, steel safety toe, oil resistant sole, and cush-

ioned innersole. Distribution will be made by Quenvold's Shoemobile Co., and their representative will travel the entire railroad to properly fit all employees subject to the program. A schedule of planned stops will be made known shortly.

As an incentive toward the adoption of this program, Western Pacific will contribute toward the purchase price of your safety shoes. The railroad has also arranged with its payroll department to handle your payments through payroll deduction if desired.

Ask your supervisor now about this new program. You owe it to your feet to give them good protection, and you'll get a lot more walking miles without pain!



Service Pin Anniversaries

January-February 1970

45-YEAR PIN

Lester P. Hamilton Yardmaster Stockton

35-YEAR PIN

Wilbur C. Hardy Motor Car Maintainer Division

30-YEAR PINS

Elmer H. Carleton Chief Special Agent & General Claim Agent San Francisco
John W. Naylor Agent Burmester, Utah

25-YEAR PINS

Calvin C. Blackman	Carman	Oroville
Bessie M. George	Laborer	Stockton
Clayton E. Heineman	Carman	Oroville
Robert E. Kennedy	Conductor	Division
Charles F. Malis	Fireman	Division
George E. Manning	Revising Clerk, Sr.	San Francisco
Lee W. Marshall	Sales Rep. (MILEPOSTS' Correspondent)	San Jose
Florence M. Rath	Interline Clerk	San Francisco
James A. Smith	Waiter	Dining Car Department

20-YEAR PINS

James E. Franklin	Carman	Oakland
Vincent S. Latino	Electrician	Sacramento
Robert D. Nordstrom	Engineer—Bridges and Structures	San Francisco
Carlos A. Tidwell	Electrician	Oakland
James G. Weaver	Mechanical Helper	Portola

15-YEAR PINS

John Aughe	Motor Car Shop Machinist	Oakland
William E. Blackerby	District Sales Manager	Spokane, Wash.
Sidney Love	Switchman	Division
Erma Ray	Stenographer-Clerk	Portola Hospital
J. F. Torres	Laborer	Division
E. Valario	Laborer	Division
John M. Vlasak	Supervisor Systems & Management Prgm.	San Francisco

10-YEAR PINS

Mrs. A. Crowder	Telegrapher	San Francisco
R. L. Foreman	Store Helper	Sacramento
W. B. Robblee	Telegrapher	Keddie
Vedat M. Suer	Supervisor Data Control	San Francisco



(Editor's note: Beginning with this issue and once every other issue thereafter, Personnel Clerk EVELYN RICHARDSON will report news received from Store employees at Sacramento and, when provided, news from employees at other on-line Stores. All assistance given Evelyn by Stores employees will be most appreciated.)

STORES

Evelyn Richardson

Our very best wishes went with Store Helper RAFAEL J. LANDROVE when he retired at Sacramento after



Frank Brogdon waits for first slice of cake as Rafael makes the cut.

21 years service in the department. Co-workers attended a luncheon in his honor and presented Rafael with a monetary gift.

Chief Clerk-Storekeeper and Mrs. NINO PONCIONI, Sacramento, became

grandparents for the first time on November 22, 1969. Daughter Sharon Baldwin and her husband, Alan, are the parents of Lori Kristine, a 6-lb. 14-oz. charmer.

HORACE W. TYCER, Sacramento store helper, took his family for a cross country ride by car to New Orleans to spend the year-end holidays with relatives and friends. Time was found to attend the Sugar Bowl game on New Year's Day. Horace used 1969 and 1970 vacation time for the trip and returned to work on January 15.

Our congratulations to HARVEY G. DOPP, store helper at Stockton, who is now material control specialist in the purchases and material department in San Francisco.

We're happy to have back with us again at Sacramento Stock Control Clerk CHARLES B. REID, after a short stay in Sutter General Hospital because of a kidney ailment.

WENDOVER-SALT LAKE CITY

Carol Suchan, J. B. Price

Our deepest sympathy is extended to Conductor M. B. BRUNNER and his family on the recent death of Mrs. Brunner's father in Jerome, Idaho.

Engineer S. F. HIATT of Portola was a recent visitor in our fair city of Salt Lake.

It will be a complete surprise to our Correspondent CAROL SUCHAN, but it was learned from another news source

that she celebrated a birthday in January. The unidentified source of information respectfully failed to reveal Carol's age other than "she must be somewhere around 18!"

KEDDIE

Elsie Hagen

The New Year hasn't provided much news around Keddie.

Our "Operation Pine Needle," reported in the December issue was again very successful. Our volunteer citizens shipped 102 Christmas trees to 40 Plumas County servicemen, and to USO's for the 635th Combat Support Group and in Saigon and Da Nang. The operation's only cash expenditure was \$86.80 for mailing costs.

Your correspondent's daughter, Shirley, was married to Andrew Nelson in the Silver Bells Chapel in Reno on December 20. Shirley is employed by the Telephone Company and Andrew, son of Mr. and Mrs. William Nelson of Lancaster, is in the Sheriff's office.

After his return from a six-month Navy tour in the Pacific area aboard the Rehoboth survey ship, Daniel Kidder, husband of your Correspondent's granddaughter, Pam, spent the Christmas holidays at home. He will be stationed at Treasure Island until the middle of March where he will receive a new assignment.

The Funny Story Story—Tell It to the Marines, was the heading one newspaper used to describe a U.S. Marine Corps Recruiting Station letter which began "Greetings." The letter was received by Engineer MAURICE STORY, 51, of Keddie, and it went on to explain that "you passed your pre-induction physical" and that Story, a father of 11, can expect to be drafted into the Marines quite soon under the new lottery system. Story

professed "It was quite a surprise, but it was so obviously a mistake that I just laughed. They must really need men." Maurice's wife, Regina, also thought it was amusing as did all the children who wanted to know when he was leaving. Mrs. Story said her husband hadn't taken any pre-induction physical since back in 1942 when he went into the Marine Corps during World War II, "but he's still in pretty good shape." In Reno, Marine recruiters said they had no idea how Story got the letter—it was probably a SNAFU! Another old phrase might apply: "Semper Fi, Mac."

OAKLAND

John V. Leland

With regret we learned that HARRY Q. MYERS, who retired as carman on January 11, 1968, and was a past president of Carmen's Local 735, died from drowning in the Willamette River in Oregon on December 16, 1969.

We also learned with regret that FRANK G. HARDWICK, former agent at San Leandro, died on January 5 in Modesto. Strangely, we learned, from System Wire Chief BILL STEPHENSON, that he had received a postcard mailed on January 10 giving the above information evidently in Frank's own handwriting other than the date of death which had been filled in by another person. The card also stated that interment was in Lakewood Memorial Park, Modesto. As Bill was secretary-treasurer of the ORT from 1953 to 1968, Frank, possibly thinking that Bill still held that office, wanted his death known to ORT members. Present secretary-treasurer of the Transportation-Communications Division of the BRC, as the BRT is now known, is LARRY WELLS, employed at Fremont.



Oakland Traffic Club's new directors and officers: Front row—Treasurer Dwight N. Yeaman, Haslett Co. (retired); 2nd VP Peter M. Raimondi, Pacific Motor Trucking; Past President Loren D. Olsen, Kaiser Gypsum Co.; President Marvin J. Ray, Santa Fe; 1st VP Donald B. Kopache, Tenneco Chemicals; Secretary Richard D. Stokes, Haslett Co. Back row—

Joseph A. Golobick, Editor OTC Tidings, Union Pacific (retired); Directors Robert G. Andrus, Smyth-Market Street Van Lines; Leo J. Lyons, Evans Products; James H. Mullen, Kaiser Steel; Thomas S. Noone, Ringsby System; Col. Robert E. Dittmer, MTMTS; Horace W. Lohmeyer, Western Pacific; Geoffrey B. Fink, Dow Chemical; Max Hill, Transport Pool.

Congratulations to HORACE W. LOHMEYER, one of our local live wire sales representatives, on his election as a director for the Oakland Traffic Club. Installation of officers and directors took place on January 17 at the Blue Dolphin on the San Leandro marina.

For the first time we had a Christmas party in our yard office. Pictures below show some of our employees enjoying coffee, salads, sandwiches and desert made by the staff which was enjoyed by all. Inexpensive gifts were exchanged for added interest.



Enjoying after-lunch coffee are Agent Ray Smalley, Grant Nilsson, Beverley Pruneau.

Left: Ken Elston, car-train desk clerk; Roy McClure, interchange clerk; Mark Lundblad, extra C&TD clerk for D. G. Cartagena on vacation. Right: Assistant Agent G. S. Nilsson; Beverley Pruneau; switching clerk; Barbara Bergman, head claim clerk; Terminal Trainmaster Andy Stene, who distributed presents.



Barbara Bergman and Roy McClure enjoy coffee as Andy Stene shows his model steam engine.



Congratulations to Switchman JOSEPH F. WARD who was married to the former Melanie Arnold at the Chapel of Promises in Reno on December 5. Melanie is a newly graduated registered nurse and they are living in Sunnysvale. Joe hired out at Stockton and is now working in San Francisco.

Condolences to the family of retired Engineer ROGER COLLINS who died on January 29 after several months' illness. He was on the Zephyr run when he retired about five years ago.

SAN JOSE

Lee Marshall

Hearty congratulations to CLAYTON DUNN, bill clerk at Milpitas! On December 20, Clayton and Bonnie Bucher, of Livermore, were married at St. Paul's Lutheran Church in Modesto. We all wish for them many happy years of wedded life.

We regret to report the death of FRANK WILLIAMS on January 27 after a long illness. Frank was born in St. Louis, Ill. on August 3, 1910. He worked as a freight rate clerk for the Missouri Pacific at St. Louis from 1929 to 1939. He entered the Royal Air Force in 1940 and was stationed in London, England while serving four years as a radio operator. Frank came to WP in August, 1944 and spent 25 years in the passenger department, working in Oakland, San Francisco, and San Jose. In 1947 Frank married the former Edith Dawson of Detroit Mich. and lived at 1335 Crowley in Santa Clara. Other survivors are a brother, Robert Williams of San Francisco; two nephews, Jack Bruce of the U. S. Navy, and DOUG BRUCE employed in WP's freight claim department; and a niece, Mrs. Pat Enyeart of Tracy. Frank's primary hobby was electronics, and he made many friends with his ability to work with radio and television.

PORTOLA

Congratulations to Nelda Whitenon, wife of Electrician BILL WHITENTON, and WILLIAM J. FERGUSON, retired car foreman, who were installed as Eastern Star Worthy Matron and Worthy Patron in November.



Patty, Nelda, and William during Eastern Star installation ceremonies in November.

Patty Anderson, daughter of Conductor W. ANDERSON, as Worthy Advisor of Portola Rainbow Assembly, made a presentation during the ceremonies.

Brakeman GALEN A. CLOUD retired in January and then left with his wife for an extended trip to Louisiana. They intend to make Portola their home, and we wish them many years of happiness.

Our sincere sympathy to the families of Carman PAUL PARKS, Yardmaster ROY A. MONAHAN, and Engineer LEN A. BARRY, who passed away recently.

Our thanks to all the industries, organizations, and individuals who shared in our "Save Our Hospital" drive. The new hospital should be ready for occupancy in August, 1971.



Meet our Women's Pacific Team in Chicago. Seated from left are: Rose Lupe, passenger reservations; Lauren Burke, diversions on perishables and assistant domestic and export-import rate clerk; Katherine Burke, tracing and car records. Standing: Linda Gates, switchboard operator, filing and receptionist; Kathy Marlas, secretary; Joan Buktenica, assigns and traces trailers and containers; Nancy Gregor, WP special equipment assignments.

CHICAGO

Members of the fairer sex in the Chicago office are getting a little publicity these days, thanks to an WP advertisement in the Chicago Transportation Club's publication *Traffic Topics*.

As Sales Manager GEORGE K. WENIG told it, copy for the ad reads like this: "It's my pleasure to introduce our WOMAN PACIFIC Team with whom you are in frequent contact by telephone or letter. Our WOMEN PACIFIC Team will be pleased to hear from you — they're 'Willing People,' too."

For the benefit of MILEPOSTS' readers, and a little additional publicity for the seven "Team" members, their picture appears on this page.

YOUR SUPPORT IS NEEDED

The National Easter Seal Society for Crippled Children and Adults is the oldest and largest voluntary health agency serving the handicapped in the United States. The Society attacks the problem of crippling with a nationwide program of treatment, research and education. The Society thanks you for your support through donations on behalf of more than a quarter-million crippled children and adults!

Letters Received

New Year's Wishes

Thank you very much for keeping my name on your mailing list for MILEPOSTS. It is a great pleasure to be able to keep up with my former associates on the WP and to know about the constant improvements being made on the property. May I extend to you and to my friends on the WP my very best wishes for the New Year!

Basil S. Cole
P. O. Box 142
Evanston, Wyoming 82930

* * *

50th Wedding Anniversary

Enclosed is a picture of my wife and me taken on our 50th Wedding Anniversary. We had 250 friends and members of the family with us to help celebrate the occasion in our City of



MILEPOSTS' extends very best wishes to Mr. and Mrs. Olivera on the occasion of their 50th Wedding Anniversary.

Fremont in December. I would like to have the picture returned after your use.

I retired from the Western Pacific in 1963 after 42 years service as a section foreman. I look forward to receiving MILEPOSTS each month to keep me posted on all my WP friends. It's a great magazine.

Manuel Olivera
195 Sycamore Street
Fremont, Ca. 94536

* * *

My "Boys"

Thank you for your very prompt letter and the back issues of MILEPOSTS which I am reading at my leisure. Fortunately, through correspondence, I knew of W. F. McGrath's and Robert E. Gonsalves' promotions and Frank Steel's retirement which pleased me. W.F.M. and R.E.G. and several others in your area are my "boys." Not that I mind but I can't deny being "Mrs." having one son and seven grandchildren. My son did better than I did but his father died when

(Continued on next page)



In Memoriam

Len A. Barry, locomotive engineer, Portola, January 26.

Roger Collins, retired locomotive engineer, Oakland, January 26.

Timothy Hanlon, retired locomotive engineer, Stockton, January 25.

Rayo M. Hinojos, retired Sacramento Northern laborer, Los Angeles, September 1969.

Leslie F. McAdams, retired train desk clerk, Los Alamitos, Calif., January 17.

Roy A. Monahan, night yardmaster, Portola, January 23.

Harry M. Schafer, retired locomotive engineer, Sacramento, December 11, 1969.

Roy F. Snyder, retired Sacramento Northern agent, Oakland, January 1970.

Herbert E. Vandervoort, retired locomotive engineer, Stockton, December 14, 1969.

John G. Veliotis, retired roadway foreman, Quincy, November, 1969.

Frank Williams, Passenger ticket clerk, San Jose, January 27.

Rexford B. Young, retired Sacramento Northern carpenter, New Mexico, November 1969.

Volume 22, No 2

FEBRUARY 1970



Milepost 202: Hy-Railer Car heading east toward Oroville Yard, one mile beyond.

Letters Received...

he was less than a year old in 1927 and I was lucky to be hired by WP when we had only four employees. The chief clerk, Frank J. Conrad, recently retired from the Mopac as a vice president. A happy and hectic 27 years they were and I enjoyed the friendship of so many from the late Chairman T. M. Schumacher down to office boys. I was able to educate my son who now is a successful lawyer. My health is not too bad (at 74) but can't use a typewriter because of crippled hands, and we have two machines for our high school boys. My best wishes to all for 1970 and following years!

Marie C. Libby
9430 So. Hamilton Avenue
Chicago, Ill. 60620

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



FEBRUARY 1970

WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

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RAILROAD
LINES



The filing of standardized, computerized tariffs with the Interstate Commerce Commission now a reality with service centers in New York, Atlanta and Chicago now translating entire library of rail tariffs into a standard language usable by all rail and shipper computers.

* * *

Penn Central's "mini-grain-train" operating mornings out of Indianapolis with 10 empty covered hopper cars and returning evenings with 35,000 bushels of grain over 11 routes within 90-mile radius.

* * *

SFe, Belt Railway of Chicago, C&O-B&O, CB&Q, IC, Indiana Harbor Belt, and Penn Central announced formation of educational program for Chicago area employees in any of four categories: 1st to 4th grade; 4th to 8th grade; special math and/or English; general leading to possible high school diploma.

* * *

Southern Railway recently acquired for woodchip service 7,569-cu. ft. capacity hopper cars, claimed to be the largest ever built.