

WESTERN PACIFIC
Mileposts

MAY-JUNE-JULY 1974





A Doctor for the Diesel

When the doctor wants a better idea of any problems in your body, you can bet he'll call for a blood test. The importance of that kind of chemical analysis is self apparent. For gaining insight about symptoms helps in the prevention and cure of illness.

At the Western Pacific Stockton diesel shops, the engine oil and other vital fluids of a locomotive are receiving scientific check-ups nearly similar to a patient at a clinic.

This new facility is headed by WP's own chemist, Richard Hurst. Richard came to work in 1971 to design, equip and operate the analytic facility which helps save the lives of hard working diesel engines.

Since January 1972 when testing began, the lab has monitored the health of a diesel by testing for the presence of foreign substances, (such as metals, fuel or coolant water) in the engine crankcase oil.

The oil samples from the crankcase lube oil undergo two types of tests: A Spectrographic analysis to diagnose abnormal engine conditions, and analytical tests to determine the fitness of the oil for future use.

These analysis are by a Jarrel-Ash model 750 emission spectrophotometer. The values of minute amounts of wearmetals in the oil are determined with this instrument, and give clues to abnormal wear conditions occurring in the engine. For example, a large increase in copper and lead could mean abnormal bearing wear; an increase in chromium and iron could mean abnormal liner and ring wear, etc.

By means of spot tests, the ability of the oil to hold dirt and soot in suspension and its ability to stop acid build-up are measured. The viscosity

A small cap full of crankcase oil may hold information about abnormal wear conditions occurring in the engine.



In the Stockton laboratory "spot tests" show the oil's ability to hold dirt and soot in suspension. This test measures the oil's ability to stop acid build-up.

or slippiness of the oil is measured by a special test. It shows whether the engine is getting fuel into the oil and thinning it out, creating a potentially explosive situation or if the oil is so oxidized from use that it has become

too thick to do its job. Putting a small amount of oil on the hot plate shows if the engine has been leaking water into the oil. Other tests on the oil show the amount of combustion products and oil pollution taking place.

All locomotive oil changes are now laboratory-directed, saving tens of thousands of gallons of oil per year. Ninety five per cent of the abnormalities caught by the spectrophotometer prove to indicate real engine problems.

Thus, from these tests, the lab can tell much about the condition of the engine, what maintenance it needs, and how well oil itself is holding up. All of this is hopefully known before the engine leaves the shops, and hopefully before a major breakdown occurs out on the railroad. So the next time you see a man in white at the Stockton shops it may be Richard Hurst, the WP's own doctor for the diesel.

Twelve different series of tests are conducted on the oil samples using the Spectrophotometer. Because of this operation the mechanical department has been able to reduce the railroad's operating and replacement costs.



Letters Received

Sincere Thanks

My sincere thanks to all my friends and fellow employees who attended my retirement party held at the Elegant Farmer Restaurant in Jack London Square on June 27th. It proved to be

a most pleasant memorable event. I wish also to express my heartfelt appreciation to each and every one who contributed so generously towards the exceptionally nice gifts presented to me that evening.

Barney and Fran O'Keefe
1008 Ninth Ave.
San Mateo, Calif. 94402



Cameras roll as "O. J." races across tracks ahead of WP freight.

WP Makes A Scene At Oroville

Shining WP rolling stock has a bit part in forthcoming motion picture, "The Klansman," starring Richard Burton, Lee Marvin, Cameron Mitchell and other Hollywood stars. The film includes the debut of football star from the Buffalo Bills, O. J. Simpson.

The WP train is used in a chase scene filmed on the main line at Oroville with the gridiron star racing to cross the tracks ahead of the 20 mph freight. "O. J." rejected the use of a stuntman for the scene.

The movie deals with the contemporary activities of the Klu Klux Klan in a fictitious town named Ellenton, Alabama. Oroville was chosen as the film location due to its geographical

and architectural similarity to a southern town of the same age.

Richard Burton has the part of Breck Stancill, a defender of human rights. As a farmer and landowner he defends abused blacks against the K.K.K.

Ever-gun-toting Lee Marvin is the Law and Order sheriff of Ellenton. Known as "Big Track" in his character roll, he attempts to keep a lid on the problems of racial strife in the community.

In addition to the use of the special train, the old WP passenger station was made up as the town's bus station for the movie. This well publicized film is scheduled to be released this fall.



Richard Burton (left) is interviewed by Merv Griffin during the filming of a TV special on the movie set. (right) O. J. Simpson on location just prior to making railroad scene.



... As director calls ... "Take One" ... "Action" ... "O. J." runs in front of WP extra 3061 just seconds before freight train passes.



Two cameras are used to record this action shot ... one from a short distance down the track and a second 'close up' camera near track side.

At the end of this scene "O. J." stops beyond the tracks and raises a gun in defiance to the crowd that brought chase. With just 'one take' the director calls "Cut" ... "And Print It." For the before and after see "The Klansman."



Safety Awards Presented

Eastern division superintendent John C. Lusar, with headquarters at Elko, Nevada, was presented a safety certificate of 32 years service without a personal injury. John entered service as a fireman on the WP in September 1941 and in 1953 he was promoted to engineer.

Eastern division transportation superintendent Morris W. Hammond, with headquarters at Elko, Nevada, was presented a safety certificate for 40 years service without a personal injury. Morris entered service on the WP as a section laborer at Burmeister, Utah in June 1934, and two years later transferred to engine service as a student fireman. In March 1944 he



(left) Morris W. Hammond and John C. Lusar represent a combined 72 year injury free record. (below) Robert P. McCarthy points to the "Knuckle-Head" board helping to remind us to 'work together for safety!'



was promoted to locomotive engineer and in recent years has held positions as road foreman of engines and trainmaster.

Trainmaster Robert P. McCarthy with headquarters at Keddie was presented a safety certificate for 20 years without a personal injury. Bob first started his railroad career in engine service on the Pittsburgh and Lake Erie Railroad. In October 1954 he went to work for the WP as a switchman in the Sacramento yard. Four years later he was promoted to road foreman of engines at Sacramento.

Congratulations go with these awards to these men who help to remind us that Safety Is First!

WP Transport Co.

Five "Safety Award" jackets were presented to award winners for the month of March in the Oakland and Salt Lake terminals.

For the month of March the winners at Oakland were J. P. Halliday, E. Ellis, R. Wisley and J. Martin. The winner at Salt Lake City was Simon Aardema.



Simon Aardema, winner of a new WPT 'Safety Award' jacket, representing SLC terminal.

In addition to the two senior men receiving awards at Oakland, WPT

also has a program of giving safety award jackets when drivers go one year without industrial or vehicle accident.

There were no winners for the month of April.

Simon Aardema was born in Holland. In 1954 at the age of 12 he moved to SLC. He worked for two years as a saddle maker and the next ten in trucking. More recently Simon has worked as temporary dock foreman at SLC. He does upholstery work for a hobby and coaches the local little league team. Simon and his wife Kathy have four children: Teresa 5, Kimberly 11, Lynn 13, and Dennis 16.

On the Job at Elko

March 22nd saw car inspectors Louie Arano and Pete Alberro of Elko waiting in the yard for an eastbound freight. As a Southern Pacific train passed they noticed one of the cars had a broken wheel. The yard office was quickly notified which in turn switched to the SP radio channel and contacted the engineer about the damage. The train was stopped in the yard without derailing a car.

Upon inspection, it was found that a 32 inch piece of wheel had broken and fallen off. The car could not be

Broken wheel with a 32" piece missing.



moved from the main line because the broken wheel would damage more track. The car was rewheelled on the spot and returned to service.

A check up the line showed that the break occurred nearly five miles before it was spotted at the yard by Arano and Alberro. Because of the alertness of these men in their job, a major derailment and attendant delays were avoided.

NEW MEDICAL RULES BOOK

The January, 1974 revised "BY-LAWS and RULES of the Western Pacific Employees Medical Department" were distributed during the month of June to all active WP employees and to retired members. If you have not received your copy of this 44 page booklet please contact the WP Employees Medical Department, 526 Mission Street, San Francisco or call extension 325.





Richard W. Stumbo, Jr. Alexis P. Victors

John J. Gray Joe A. Malaspina

Appointments

Finance

Richard W. Stumbo, Jr. was elected Vice President-Finance of the Western Pacific Railroad Company, and for Western Pacific Industries Inc., effective May 2nd. Richard joins the Railroad from Allis-Chalmers Corporation, Milwaukee, Wisc. Prior to joining Allis-Chalmers, he was with the Burlington Northern at St. Paul.

Richard is a graduate of the University of Wisconsin and received his Masters of Business Administration from the Wharton School of Finance, University of Pennsylvania. He is a member of the National Association of Accountants and the Society for the Advancement of Management.

Richard spends leisure hours involved in the outdoor sports of hunting, fishing, camping, and golf. His move from the Great Lakes region will bring him lots of new courses to try out and mountain wilderness to hike.

With him in the move to San Francisco are his wife Kathleen, son David 15, and daughters Elizabeth 13, and Karen 8. WELCOME ALL!

Industrial Development

Alexis P. Victors was elected Vice President-Industrial Development on May 17th. He was formerly Director-Industrial Development having joined the Western Pacific in 1972. Before

joining the WP Alexis worked in transportation analysis, operations research, engineering and planning control for General Motors Corp. Prior to that he worked in transportation engineering and analysis for United Technology Center.

Alexis, a native of San Francisco, graduated from the University of California-Berkeley with a BS degree in engineering physics, and from Stanford University with an MS degree in mechanical engineering. He was an officer in the Navy from 1960 to 1962.

WP Transport Co.

John J. Gray was appointed General Manager of Western Pacific Transport Company effective July 16th. John joined the Western Pacific in February 1972 as a marketing consultant and was appointed market manager in July of the same year.

From 1969 to 1971 he was employed in the transportation department of Boise Cascade Corp., first at Boise, Idaho, as assistant traffic manager and then at Hayward, California as trucking operations coordinator.

John is a native of Boise, Idaho. He received his B.A. degree in economics at the University of Notre Dame and M.B.A. degree in finance at Stanford.

Marketing

Joe A. Malaspina was appointed sales manager-Stockton effective



John Harkness

Jack A. McDonald

March 1st. Joe came to the W. P. as a sales representative in 1970, but his railroad experience goes back 30 years before that. As a traffic agent with the U. P. in both Los Angeles and Stockton, he learned the ropes of the transportation business.

As a member of numerous traffic clubs in the central valley Joe keeps abreast of the changes in transportation. But he's not all work. As president of the Guild Wine Bowling League he won the league of champions three years running. He also names golf and boxing as favored sports.

His new position of sales manager at Stockton will give Joe a greater chance to use his long experience.

Joe and his wife Claire live in Lodi and have a daughter Camille.

* * *

W. John Harkness was appointed sales manager in Salt Lake City as of March 1st. He brings to that job 36 years in the transportation field. It all began with the Burlington Transportation Co. which was to later become Continental Trailways.

Moving up from baggageman to district passenger agent, John switched transport modes in 1956 when he came to the W. P. Since then he's been at Salt Lake City as a traffic clerk and as sales representative.

Born in Magna, Utah, 55 years ago,

John graduated from South High School and Steven-Henager Business University both in his home town of Salt Lake City.

Today, he's anxious to get his new boat wet and find the fish in the lakes near his home. Also a hunter and golfer, John's memberships include the Transportation Club of SLC, of which he's past president, and the Railway Golf Association of which he's a past vice president.

John and his wife Dorothy have a son William, age 21, at the University of Utah in his senior year.

* * *

Jack A. McDonald hired on the W. P. in March as a sales representative in Salt Lake City. He's been with the D.&R.G.W. and U.P. as well and taught at Utah Technical College before that.

Jack graduated from Skyline High in Salt Lake and attended the University of Utah as a business major.

As a singer in an Army quintet, Jack toured Viet Nam and Thailand with the USO entertaining thousands of GIs.

He considers himself an all around sportsman and a leader of his church Explorer Scout Group.

Jack and his wife Dicksie celebrated their first anniversary the same month that he started with the W. P.

Engineering

The following appointments were recently announced by chief engineer A. W. Carlson:

F. E. McKinnon to cost engineer with headquarters at San Francisco.

S. A. Millar to estimating engineer with headquarters at San Francisco.

G. C. Smith to statistical engineer with headquarters at San Francisco.

(continued on page 10)

Appointments . . .

Personnel

The following appointments were recently announced by director-personnel T. R. Green:

Ashley P. Schuetz to position of manager-training;

A. R. Scott to position of assistant manager-labor relations at San Francisco.

Mechanical

The following promotion was recently announced by chief mechanical officer R. W. Mustard:

Betty L. Hupman to budget and payroll analyst with headquarters at San Francisco.

Transportation

The following appointment was announced by R. E. Artusy, director-transportation:

T. J. Brown to Superintendent-stations with headquarters at San Francisco.

Western Division

The following appointments were recently announced by division superintendent J. A. Terhorst:

C. T. Mallory to acting chief train dispatcher, for Eastern and Western divisions;

C. Aadnesen to assistant trainmaster at Milpitas;

Lief Hyllen is promoted to terminal trainmaster at Stockton;

R. L. Poitras to assistant trainmaster-agent headquarters at Yuba City;

G. M. Christ to trainmaster, headquarters at Sacramento;

L. B. Shields to agent Fremont;

D. L. McNearney to agent Oakland;

A. L. McNeal to assistant agent Oakland;

D. S. Black to road foreman engines at Stockton.

Eastern Division

The following promotions were announced by division superintendent J. C. Lusar:

E. S. Lacey to roadmaster of Salt Lake roadmaster's district with headquarters at Salt Lake City;

M. D. Moudy is transferred to Winnemucca roadmaster's district with headquarters at Winnemucca;

B. A. Jones to Elko roadmaster's district with headquarters at Winnemucca;

J. E. Powers to road foreman engines with headquarters at Elko;

F. M. Rankin to Terminal superintendent with headquarters at Salt Lake City;

R. A. McCutcheon to trainmaster with headquarters at Salt Lake City.

Letters Received . . .

Good Wishes

May I take this opportunity to thank the employees of the Sacramento Northern Railway and Western Pacific Railroad for their cards, flowers and good wishes during my recent surgery and recuperation.

R. H. (Bob) Thomas
4920 Virginia Way
Sacramento, Ca. 95822

* * *

G. A. (Gus) Snowberger

I am writing as a favor for the widow of G. A. Snowberger. Mr. Snowberger was a conductor on Western Pacific from April 1924 until he retired in the fall of 1949. Gus would have been 90 this fall but unfortunately he passed away June 20, 1974. His home had been at 122 N. Franklin Ave., San Gabriel, Calif. 91775. His widow still resides at this address and I am sure she would appreciate any of Gus's friends dropping her a line.

Glenn E. Fox
Bountiful, Utah



This portable 'open road' camper provided most of the comforts of a modern office for the temporary station operators on duty for a few days at Westwood, California. A WP "Hi-Railer," the type used for regular track inspection, is on the main line.

Lady With The Last Word

The scene is the crossing at Westwood, California last winter. The lady is Mary Jo Ledwig of Portola, who was one of the temporary station operators there.

In late January the WP gave assistance to the Southern Pacific when their line at Dunsmuir was washed out. On account of the washout of the

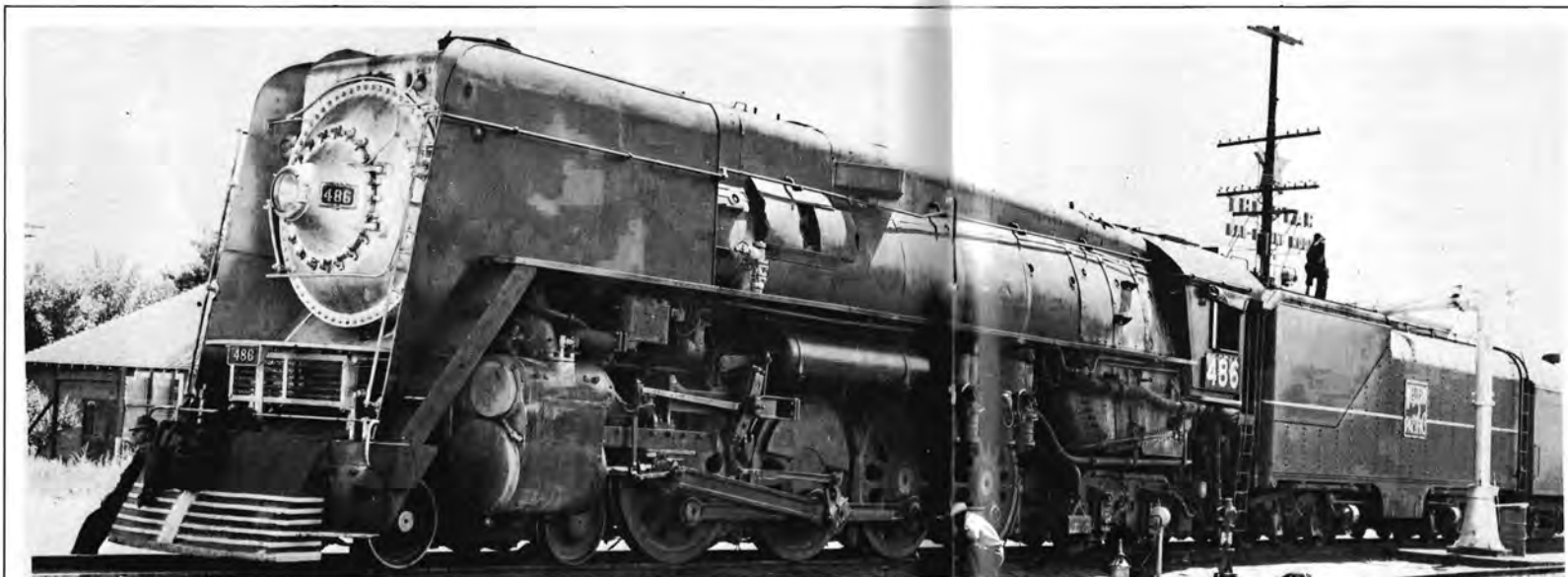
Westwood operator Mary Jo Ledwig stands ready with second set of orders for the train conductor as a heavy Bieber-bound freight lumbers past.

SP main line much of their northbound traffic was temporarily rerouted onto the WP's Bieber line.

Mary Jo worked providing orders to the greatly increased traffic until the SP tracks were repaired and trains rerouted back on their line. In this photo essay we will introduce you to a "Lady with the last word."

Mary Jo hoops orders up to the conductor of an extra north bound freight. Photos by Ted Benson.





(Photo Album (#3)

The year was 1943 when Western Pacific took delivery of the last order of steam locomotives. They were among the fastest and most modern ever built in the U.S. These six new "General Service" 4-8-4 type engines were built by the Lima Locomotive Works at Lima, Ohio. They were sisters to the world famous SP "Daylights." The numbers were 481 through 486 and were used in freight or heavy-duty passenger service anywhere on the WP to suit current conditions. The tractive force was over 75,000 lbs. The tender held 23,000 gals. of water and 6,000 gals. fuel oil. The drivers were 72½ inches in diameter and the total length was 108 feet (coupler to coupler).

(above photo) #486 heading train #1 the "Royal Gorge" gets serviced at Elko station across from "The Star" barbing room, on August 8, 1949. (lower photo) #482 leaves Stockton with a "Shrine Special" on June 23, 1950.

The year is now 1953. At the youthful age of 10 years the last of the 481 series is retired from active service and sold for parts or scrap, replaced by the diesel.

Photos by Guy L. Dunscomb.
Editor Paul Gordenev.



Service Pin Anniversaries

May-June 1974

45-YEAR PINS

Vincent J. Howard	Transit Clerk	San Francisco
Frank J. Pelzman	Carman	Sacramento
Harlan O. Powers	Carman	Portola
Robert L. Runge	District Sales Manager	Sacramento

40-YEAR PINS

James F. Barrett	Revising Clerk	San Francisco
John W. Canfield	Engineer	Eastern Division
Martin L. Canfield	Crane Operator	Western Division
Daniel Lopes Gonsalves	Carman	Sacramento
Melvin E. Graham	Trainmaster	Portola
Arnold S. Skootsky	Head Export Clerk	San Francisco
Albert J. Toomey	Carman	Sacramento
Anthony Villegas	Section Stockman	Oakland

35-YEAR PINS

Foy W. Cole	Train & Crew Clerk	Portola
Sheldon Glatt	Director Customer Services	San Francisco
Tholburn A. Merritt	Assistant Division Engineer	Elko
Mickey T. Pantalone	Diesel Shop Foreman	Sacramento

30-YEAR PINS

Margery C. Bischoff	Code Clerk	San Francisco
E. R. Borg	Store Helper	Sacramento
Dorothy D. Davidson	Assistant Rate Clerk	San Francisco
Mildred H. Gates	Laborer	Oroville
Pearlean Mumphrey	Laborer	Oakland

25-YEAR PINS

Herbert J. Berg	Conductor	Portola
Jose Franco	Section Laborer	Eastern Division
Kenneth L. Heineman	Signalman	Oroville
James W. Lassiter	Carpenter Helper	Western Division
Earl W. Smiraldo	Locomotive Engineer	Eastern Division
Patrick Sullivan	Superintendent-Maintenance Operations	Sacramento
Ascuncion M. Ynostroza	Track Laborer	San Francisco

20-YEAR PINS

Joe L. Chavez	Track Laborer	Eastern Division
E. B. Dick	Assistant Rate Clerk	San Francisco
Stanley R. Dinkel	Senior Sales Representative	Seattle
Jose Velasquez	Track Laborer	Sacramento

15-YEAR PINS

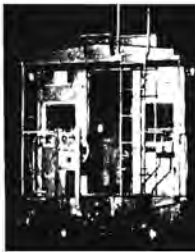
Jerry A. Branson	Brakeman	Stockton
William H. Day	Brakeman	Keddie
Donald D. Dali	Field Engineer	San Francisco
Hestel A. Hayes	Brakeman	Portola
Ronald G. Holferty	Brakeman	Winnemucca
Kenneth J. Hunderman	Brakeman	Keddie
H. Gilbert Jester	Sales Representative	Dallas, TX
Richard B. Kenney	Brakeman	Keddie
Daniel W. Olsen	Brakeman	Portola
Michael O. Thomas	Brakeman	Salt Lake City
Gerald R. Thompson	Brakeman	Salt Lake City

10-YEAR PINS

M. R. Anderson	Steno-Voucher Writer	San Francisco
F. Benghiat	Steno-Clerk	Oakland
A. Briggs	Service Representative	San Francisco
L. R. Brewer	Telegrapher	Oroville
William J. Burnside	Administrative Assistant	San Francisco
S. E. Germain	Carman	Oakland
C. S. Kennedy	Diesel Foreman	Stockton
Edward F. Manning	Crane Operator	Western Division
J. L. Parker	S. N. Ry. Dispatcher	Sacramento
L. I. Pitcher	Carman	Elko
D. J. Reynolds	Machinist	Sacramento

They Have Retired

Carlos D. Albares, laborer, Western Division, 24 years.
Wilmer R. Andersen, clerk, Sacramento, 16 years 7 months.
Leo A. Baker, sales representative, Portland, OR., 28 years 1 month.
Loren R. Barge, machinist, Sacramento, 21 years 8 months.
Frank W. Brower, brakeman, Oroville, 21 years 3 months.
William E. Butow, Alameda Belt Line, locomotive engineer, Alameda, CA., 34 years 4 months.
R. J. Camarillo, laborer, Sacramento, 22 years 3 months.
Paul J. Carroll, machinist, Stockton shop, 17 years 3 months.
Criss R. Clifton, Central California Traction Co. conductor, Stockton, 13 years 5 months.
Clifton J. Conley, machinist foreman, Oakland, 34 years, 1 month.
Antonio P. Contreras, Alameda Belt Line, laborer, 27 years 9 months.
Maurice Deeley, sales representative, Pittsburgh, PA., 30 years 9 months.
Warren Essary, laborer, Keddie, 19 years 9 months.
Louis J. Fischer, locomotive engineer, Stockton, 46 years 7 months.
Samuel S. Gibson, B&B foreman, Oakland, 44 years 10 months.
Joseph F. Hamer, Sales Manager, San Francisco, 39 years 2 months.
Edward M. Hawkins, store laborer, Sacramento, 31 years 2 months.
Acie L. Johnson, clerk, San Francisco, 28 years 8 months.
Jose J. Lara, track laborer, Western division, 15 years 11 months.
Byron C. McConnell, section foreman, Blairsden, CA., 38 years 1 month.
Ray Thomas Nolan, conductor, Oroville, 29 years 7 months.
Roy M. Peterson, carpenter, Stockton, 26 years 3 months.
Eva V. Pierce, laborer, Oroville, 28 years 10 months.
George R. Porterfield, locomotive engineer, Western division, 32 years 9 months.
Harlan O. Powers, car inspector, Portola, 45 years.
Charles A. Rhines, relay repairman, Elko, 26 years 7 months.
Russell P. Rickman, carman, Oakland, 44 years 6 months.
Thomas S. Rutherford, locomotive engineer, Portola, 36 years 11 months.
Willie Smith, laborer, Oakland, 9 years 3 months.
Wilson O. Welsh, clerk, San Francisco, 30 years 2 months.



Caboosing

KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

Those big smiles lighting up Quincy belong to Conductor and Mrs. VIRGIL SIMPSON who have welcomed their first grandchild. DUSTIN SIMPSON GASSER arrived at the Plumas District Hospital on March 12, weighing 6 lbs. 10 oz. His parents are Mr. and Mrs. DONALD GASSER (she is the former Davney Simpson) of Lake Almanor. Davney was the dental hygienist for Dr. Billy Hopkins until Dustin's arrival.

GALEN McKIE of Stockton and his cousin GEORGE COGGINS of Ripon won the doubles honors at the Worlds Championship Cribbage Tournament in Quincy on April 4. Along with the title they received cash awards and each was presented with a beautiful handmade cribbage board. While here, Galen stayed with his great grand-

mother, Mrs. PHYLLIS JONES, (wife of the late retired Engineer Harry Jones) who has just returned from an Australian trip, and his uncle and aunt, Engineer and Mrs. JIMMY BOYNTON. Galen is an engineering student at Delta College and is the next door neighbor of his grandfather, retired Engineer IVAN FINLEY.

Conductor and Mrs. MEL STRANG are the new owners of two established dress shops, "The Closet" in Quincy and "The Closet" in Graeagle. THELMA was the long time receptionist-bookkeeper for Dr. Hopkins. She is well known for her lovely clothes and excellent taste, so we know she will have great success in the shops known for high quality and style. The Strang's daughter, Melvina, has been helping launch the venture on her time off as a nurse at the Washoe Medical Center.

We had a wonderful surprise visit



(left) Tournament chairman Ev Bey congratulates World's Championship Cribbage Tournament winners Galen McKie (center) and George Coggin.

in March from retired Engineer AL VRISMO of Oroville. Mr. and Mrs. KEN GERHARDT (she is the former Babe Vrismo) brought Al by when taking him home after a short vacation with them at their Reno home. At 82 years old, Al is trim and energetic and the same enthusiastic person who has always been one of our favorite people. Babe was awarded a lovely medallion for her twenty years service with the phone company in Nevada. Al is also the father of Conductor JOHN VRISMO.

Pink and white was the color scheme for the March 23 wedding of CAROLYN MILLER and DONALD HUGHES in the



Donald and Carolyn Hughes

First Baptist Church in Quincy. Donald, son of Yardmaster trainman and Mrs. H. CARL HUGHES, chose his brother Howard as best man and his sister Elaine was one of the four bridesmaids. The bride, bridesmaids and the groom's mother all made their own gowns. After a reception at the I.O.O.F. hall, the couple left for a honeymoon in San Francisco. They are living in Quincy where Donald is employed at the Moseley-Grenke Market.

"On The Go" is a popular segment of the award winning evening news on TV Channel 3 in Sacramento, featuring interesting people and activities in

northern California. In response to a suggestion by Engineer ROBERT TURNER, reporter Kent Pierce and the camera crew came to Keddie to film W. P.'s "Bronco Escorting" in the Feather River Canyon. With Division engineer RAY HOBBS as guide, viewers were treated to a ride via Bronco down the canyon on a stormy day, showing the rushing river far below and the rugged area only railroad men usually see. Ray explained to thousands of TV watchers the establishment, accomplishments and the success of the unusual run in a very interesting film story.

It is nice to see the friendly faces of Train Desk Clerk MARGARET HOLT, Diesel Supervision FRANK MOHATT, and Train Desk Clerk MEL WHALER back on the job again. They were missed around Keddie and it is good news they all report they are feeling fine now after being on the sick list.

PORTOLA

C. E. "Gene" Rowe

Congratulations went to locomotive Engineer J. W. CANFIELD on his retirement on June 29th after 38 years of service. Best wishes goes to Portola Carman H. O. POWERS on his retirement with 42 years service. A happy



Happy retirement to Portola carman H. O. Powers.

retirement also goes to Locomotive Engineer T. S. RUTHERFORD as he completed 37 years service with his last

run on June 30th.



Engineer J. W. Canfield (center) received congratulations from Wm. Giroux and N. A. Siler on his last run.

OROVILLE

A. I. Reichenbach, Jr.

Since our last report we have had much activity in Oroville with the filming of "The Klansman." With stars Richard Burton, Lee Marvin and Cameron Mitchell there was plenty of excitement.

Part of the excitement was the use of our former passenger depot in which several days of shooting took place. The depot was made to resemble a bus station in the south. Some of the action included fisticuffs and brawls in which Cameron Mitchell was plummeted through the front door of the depot onto the front passenger area. Of course the door was a break-away door, but never the less it looked mighty authentic.

O. J. Simpson dashes across WP tracks



One other highlight was the filming of football star O. J. Simpson dashing across Western Pacific tracks west of the Myers Street overcrossing in front of one of our trains. For this sequence the producers used one of our engines coupled with four cars and a caboose.

Others beside your correspondent involved in these activities were Terminal Superintendent DICK MEYER, Trainmaster R. E. SHERWOOD and officers out of San Francisco.

For those who go to see this film when it is released look for the outstanding views of the Western Pacific locations and equipment.

A fine baby girl was born to DAVID and BARBARA McLAIN and the baby's proud grandparents are General Clerk and Mrs. MARVIN McLAIN. Congratulations to the McLain family.

Yardmaster JERRY MILLER was off sick for a while but has returned to the wars. Demmurrage Clerk AL TEDD is on vacation in Oregon. Extra clerk JOE Y'BARRA has been on vacation for the past two weeks. HERB LIGHTLE has returned from Stockton to rejoin the storekeeper crew and we welcome Herb back.

A wonderful annual Credit Union meeting was held and attended by members from Oroville and as far as Portola to the east, and San Francisco to the west. Elections were held after a sumptuous meal and the evening was topped off with some entertainment. The results of the elections were as follows.

President—JOE M. REED

Vice President—WALTER S.

KUSZYK

Secretary—JOHN H. FOLKNER

Manager—MARVIN A. McLAIN

Treasurer—A. I. REICHENBACK

Congratulations to the new Credit Union officers.

Welcome back after recent illness goes to Clerk G. E. GERALD and Clerk

RAY E. BYRD.

SACRAMENTO SHOPS

Herman F. Schultze

Congratulations and best wishes to JOSEPH and JORDELL WRIGHT. Jordell is the daughter of Store Helper CLAUDE CRAIN. The couple were married recently in the First United Methodist Church and plan a belated honeymoon to the Hawaiian Islands. They are making their home in Sacramento.



Joseph and Jordell Wright

We wish much happiness to Carman L. CHABERLIN's daughter WONDA and husband THOMAS BERTRAIM who were married in Trinity Presbyterian Church in West Sacramento. The couple are honeymooning in Cincinnati while Thomas finishes his Navy School Training and awaits future orders.

Good to see Machinist S. RETALLIC back to work after his recent operation. Hope his brother, Machinist RAY RETALLIC'S operation is as successful.

Electrician J. CABRERA is starting to make plans to celebrate his mother's 100th birthday. At 99 years of age she has 11 children, 15 grandchildren, 9

Jess Cabera and his mother nearing her 100th birthday.



great grandchildren and one great, great grandchild. Jess says his fifth grandchild missed being born this last Good Friday by just three minutes.

Diesel Foreman M. PANTALONE and his wife LILA just returned from their Caribbean cruise and said it was the greatest!

Our sympathy is extended to the family of retired Machinist Helper M. FRANCIS who recently passed away.

The horseshoe bug has caught on here with players waiting in line to challenge the winners. Looks like Painter MONTE LATINO may get competition for his title from such players as Electricians VINCE LATINO, E. STEUBEN, Machinist A. SPRINGER, La-

Sacramento shops horseshoe players (l. to r.) J. Jiral, J. Glisan, T. Keys, E. Stueben, N. Moss, and A. Springer.



borer T. KEYS. Carmen N. MOSS, J. GLISAN, W. STAPLIN, R. FLOJO, J. JIRAL, W. MATSUDA—just to name a few.

Recently the famous private railroad car "Virginia City," formerly owned by Lucius Beebe and now by Charles Clegg, was in the WP shops for repairs. This reporter had the privilege of meeting and talking to Mr. Clegg and touring his car. It is beautiful.



Charles Clegg (left) and J. Staut make final inspection of private car "Virginia City."

STOCKTON

Elaine Obershain, Wm. H. Lane

The B.L.E. Retirement Dinner was held March 15th in the Astro Room, Stockton Airport, honoring Engineer VERNON A. FOSTER and Engineer WILLIAM C. "BOOMER" FILBECK. Among

the guests were retired Engineers BOYD DAVIS, FRANK LEMON, J. R. BANCROFT, L. C. PARKINSON, and GEORGE WOODS. Vernon Foster was presented with a Certificate of Service and Safety Award. "Boomer" Filbeck could not attend the dinner but has been presented the Certificate of Service.

Our deepest sympathy to the families of retired Clerk GUY H. PARKER, who passed away April 16th; retired Engineer ELDRIDGE BARNETT, who passed away April 12th; and MAE M. DUBOIS, wife of retired Engineer W. R. DUBOIS, who passed away April 26th.

The following letter was sent to this correspondent:



(above)
"Boomer" Filbeck in front of his locomotive on last run.
(standing left)
Jack Belmont presents retired engineer Vernon Foster with certificates.



"This is to notify you of the death on February 5th of my beloved wife, LENORE ADAMS.

She was the sister of the late WP engineer MARION EVANS, and the niece of the late GRANT EVANS, retired WP trainmaster - conductor and the late SAM EVANS, retired Tidewater Southern Engineer.

She was a cousin of ALBERT EVANS and ALTHEA (EVANS) MCNEAL; all with the WP.

Yours truly, JESS ADAMS, retired WP engineer."

We wish to express our sympathy to retired Engineer JESS ADAMS and his family on the death of his wife in April.

A golf club consisting of Western Pacific, Fruit Growers Express and Lodi Truck Co. employees has been formed at Stockton. Chairman is G. W. CHURCHILL, Co-chairman is B. B. HARDING. Membership consists of Conductor S. A. THOMAS, Clerks R. C. NIEMEYER, D. E. DAVIS, G. W. CHURCHILL, L. A. BALLARD, P. E. RICKETTS, BARBARA MOFFITT, B. B. HADING, VELMA PRENTISS, R. PROVENCIO, D. H. BRITT, D. F. MACKEY, Brakemen LARRY PHILLIPS, CARL SMITH, and from FGE: PAUL MEREDITH, and from LTS: GEORGE WEAVER.

Trainmasters' Clerk ELAINE OBERSHAIN and husband, WILLIS, spent a week in April aboard the TSS Fairsea enjoying a cruise to the Mexican ports of Puerto Vallarta and Matzatlan with a group of square dancers. There were five couples including the square dance "caller" and his wife. They were assigned a lounge where they square danced aboard ship while at sea. How's that for an original "twist"?

Transportation Superintendent G. M. METZDORF and Terminal Superintendent R. D. COX officiated at the ground breaking ceremonies May 7th for the new yard office at Stockton

yard.



Ground breaking ceremonies are performed by Robert D. Cox (left) and Glenn M. Metzdorf.

FREMONT

Betty J. Smalley

Our heartiest congratulations to Mr. and Mrs. WM. M. (MEL) SESSIONS JR. upon their recent marriage. Mel is the night train desk (Diccs) clerk at Fremont, and his bride LEA is the daughter of RAY and BETTY SMALLEY both at Fremont. Mel and Lea were married March 16th in the Mormon Temple at Oakland. A reception was held in their honor at the Hayward 4th Ward of the LDS church. They are now making their home in Fremont. We'll have a picture for the next issue.

Deepest sympathy to our own TOM FORESTAL upon the loss of his wife LOIS, who passed away February 26th.

The lucky winners of the Fremont Limerick contest for the months of February and March are RAY SMALLEY and RON KENNEDY.

When walking down a railroad track,

It's a safe idea to now and then look back,

For if you don't

You're apt to find,

A train approaching your behind.

—By RAY SMALLEY

It's not a magnetic wheel
 Holds'em to those rails of steel,
 Its constant attention
 And that's not to mention,
 That pride means a great deal.
 —By RON KENNEDY

OAKLAND
 Lu Wheeler

Congratulations and best wishes to Oakland interchange yard clerk HARLIM G. "SLIM" HENNEMANN who first entered service on the Western Pacific on February 10, 1942 and retired on January 31, 1974 with 32 years. At a luncheon in his honor "Slim" was presented with gifts from his friends at WP and a plaque and pen from his Union.



Mr. and Mrs. H. G. Henneman at his retirement party.

Assistant Agent MELVIN WARD left Oakland yard and is now working in Stockton. Mel and his lovely wife PHYLLIS bought a home near Lodi. At his going-away-luncheon he was presented a gift from his friends at WP. Mel Ward and Willard Le Beau at Mels' going-away luncheon.



LAWRENCE B. SHIELDS is the newly appointed Assistant Agent at Oakland. Congratulations Larry on the new job. Our deepest sympathy goes to F. D. HILLYER, station master at Oakland, on the loss of his son BRANDY on April 3rd.

Switchman ELMO EPPS had open heart surgery and everyone wishes him a speedy recovery.

Janitor NETTIE GIULIS recently came back from her vacation which she spent in Spain. She says she had a ball learning how to do the Flamenco; "O'Lay."

Chief Clerk DON CARTAGENA went into the hospital in May for surgery. We all wish him a speedy recovery.

Relief Clerk LORCE JOHNSON went into the hospital in April for surgery. All of us wish her a speedy recovery.

Clerk BETTY HICE in the roadmasters office had surgery and is doing fine. WELCOME BACK Betty.

Steno in Mechanical department IRMA PIVER had surgery and is doing fine. WELCOME BACK Irma.

Letters Received . . .

Thanks Everyone

"Thanks"—a small word but filled with emotion. My Retirement party overwhelmed me. I will use the gift certificate presented to me on golf equipment. Many thanks to Bill Miller, Sr. and Don Richmond for the presentation of the plaque and gift from all my fellow clerks, to Daryl Rickman who put in a lot of time and made it such a successful party, and to Paul Scott, master of ceremonies, who did a terrific job. To all who remembered me—thank you, and to all who attended my party I will always remember you.

Wilmer R. Andersen
 Sacramento, Ca.



James A. Terhorst

Deepest sympathy is extended to the family of western division superintendent James A. Terhorst who died on August 21st. He was 43. Jim was born at Terre Haute, Ind. on December 15, 1940. He graduated from Purdue University in 1953 with a degree in civil engineering and joined the Pennsylvania Railroad's engineering department at Pittsburgh, Pa. During the next 10 years he worked as track supervisor at Youngstown, Buffalo, and Wilmington. He entered the transportation department as trainmaster in 1963, assigned to Indianapolis, Gibsonburg, Ft. Wayne, and Chicago. He was terminal superintendent for the Detroit Toledo & Ironton in 1968-1969, and superintendent for the Ann Arbor Railroad in 1969-1970. Prior to joining the W.P., Jim was division superintendent for the Penn Central at Cincinnati. He is survived by his wife Lee and six children who live at the family home in Citrus Heights, Ca.

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Milepost 237: Looking east through the 232 foot long tunnel number 10.

In Memoriam

Robert Colwin, retired machinist, Pacific Grove, CA, February, 1974.

Cesare Benedetti, retired Alameda Belt Line machinist, April, 1974.

Ora M. Beck, retired telegrapher, Seattle, Wa., March 1974.

Roy Butler, retired conductor, Ida, Ill., May, 1974.

Albert J. Carpenter, retired yardmaster, Palos Verdes, CA., April, 1974.

Isaiah H. Crawford, retired switchman, Sacramento, March, 1974.

Percy H. Emerson, retired transportation inspector, Alameda, CA., May, 1974.

Leroy Foster, retired chief clerk, Oroville, CA., June, 1974.

Julian J. Hernandez, assistant foreman, Hayward, CA., April, 1974.

Andrew Johnson, retired foreman, Sacramento, March, 1974.

Forrest G. Kerns, retired carman, Sacramento, CA., April, 1974.

Gus N. Koutoulas, retired carman, Little Rock, AK., April, 1974.

Gabriel S. Olivera, retired secretary, San Francisco, March, 1974.

Guy H. Parker, retired clerk, Stockton, April, 1974.

George A. Pearce, retired R&D clerk, Oklahoma City, OK., April, 1974.

Jesse C. Phillips, retired switchman, Shawnee, OK., April, 1974.

Albert S. Pine, retired assistant supervisor, San Francisco, May, 1974.

Mark C. Williams, electrician helper, Stockton, June, 1974.

WESTERN PACIFIC MILEPOSTS

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Attn: Paul Gordenev

Member Assn. of Railroad Editors



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An IBM 370/158 computer, first unit in the AAR's TRAIN II network, has been installed at the headquarters in Washington, D.C.: This third-generation unit, up to four times faster than its predecessor, represents a major expansion of the national freight car information system that keeps track of 2.2 million U.S. and Canadian freight cars. The present TRAIN I reports only car interchanges between railroads, the expanded system will provide information on loadings, unloadings, arrivals, certain waybill data, the crossing of regional boundaries, cars in bad order and cars in storage.

* * *

Milwaukee Road threw the switch to "off" on June 16 on its west-end electrification, and as of that date all operations on the 10,200 mile system is handled by diesel-electric motive power for the first time. Trolley crews have begun removing the overhead catenary and the trolley feeder line on the 440-mile electrified stretch on the Rocky Mountain Division.

* * *

Santa Fe is making aerial surveys in an attempt to evaluate various routes for a rail line which would tap coal deposits in the San Juan Basin of New Mexico. Geologists have estimated that the San Juan Basin region holds coal deposits in the several-billion-ton range.

* * *

BART transbay train service from Oakland to San Francisco will begin on September 16th with approval from the PUC. The rapid transit district is planning a "open house" for the public to ride through the new under water tube on Saturday, September 14th.

* * *

For the fourth time in recent months, the Burlington Northern's film "Portrait of a Railroad" has won an award—this time in the documentary category at the international Venice Film Festival. Judges praised BN "for having permitted the director to express freely his artistic skill in creating a fresh and sincere work in which the silent eloquence of the scenes always shows the hand of man in the world of technology."