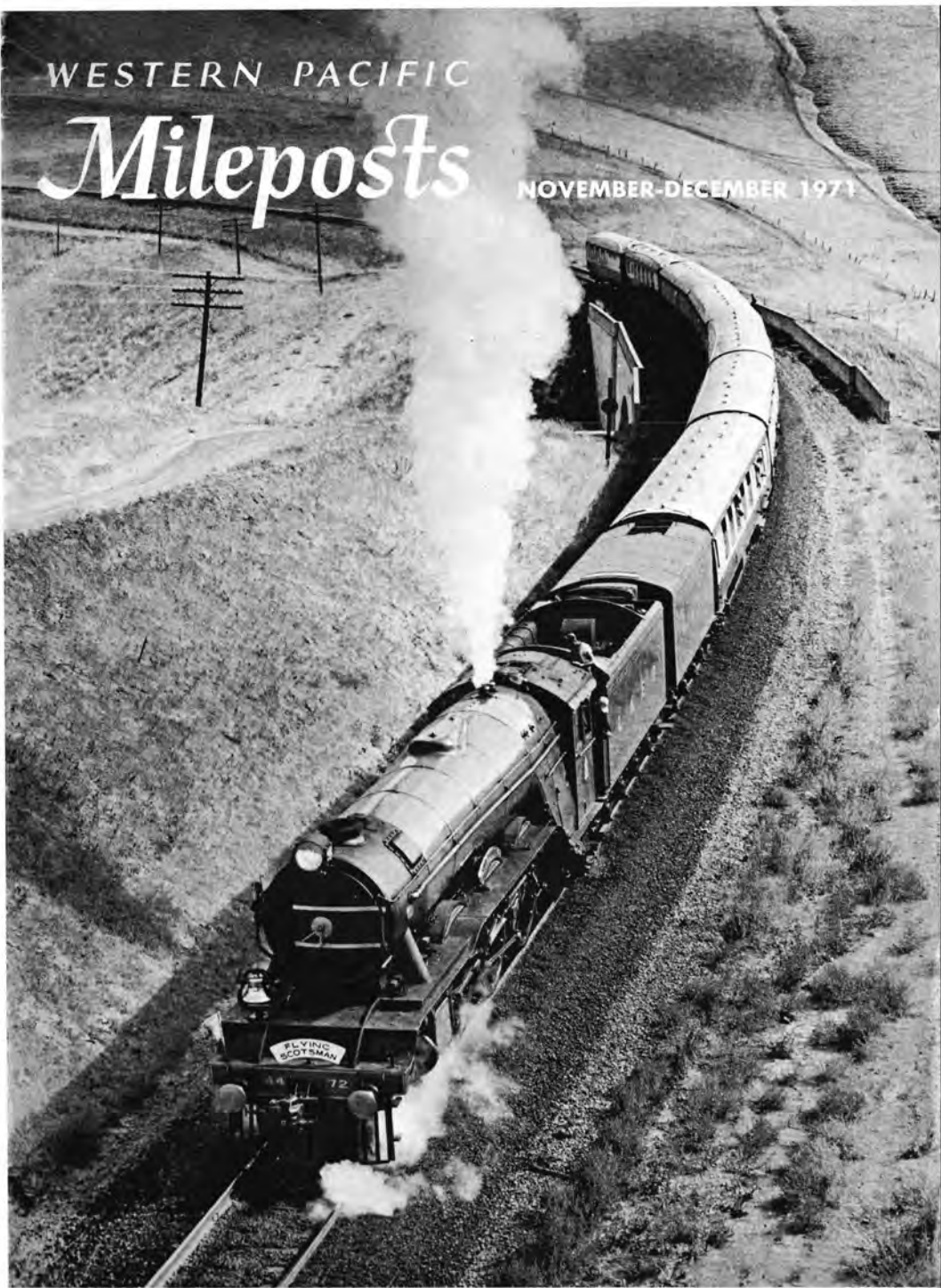


WESTERN PACIFIC

Mileposts

NOVEMBER-DECEMBER 1971



FLYING SCOTSMAN RIDES W/P



Above: WP's Oakland container facilities were opened to foreign and domestic visitors attending the 4th International Shipping & Containerization Exposition at Oakland in September. The tour included a demonstration of WP's massive LeTourneau side porter pictured on these pages.



Right: Welcoming visitors on the tour was "Miss Maritime," Seatrain Lines' Pamela Jensen, shown here with Ping-Kong Shen and Chang Chia-Ming, Keeling Harbor Bureau officials Republic of China.

Left and at bottom of Page 3, the side porter is shown in three stages of one operation—lifting a container from a railroad flatcar with ease; raising the load as the side porter backs away; and transporting the container to nearby storage area for subsequent pickup and delivery.



Above: Richard Elms, executive vice president, Container Freight, next to color print of side porter on easel, and Robert Huddleston, terminal coordinator, General Steamship Corp. stopped by WP's booth at the Oakland Exposition to visit with WP Sales Representative Lee Preston who explains WP's container operations prior to showing taped motion pictures on the portable TV set at the right.



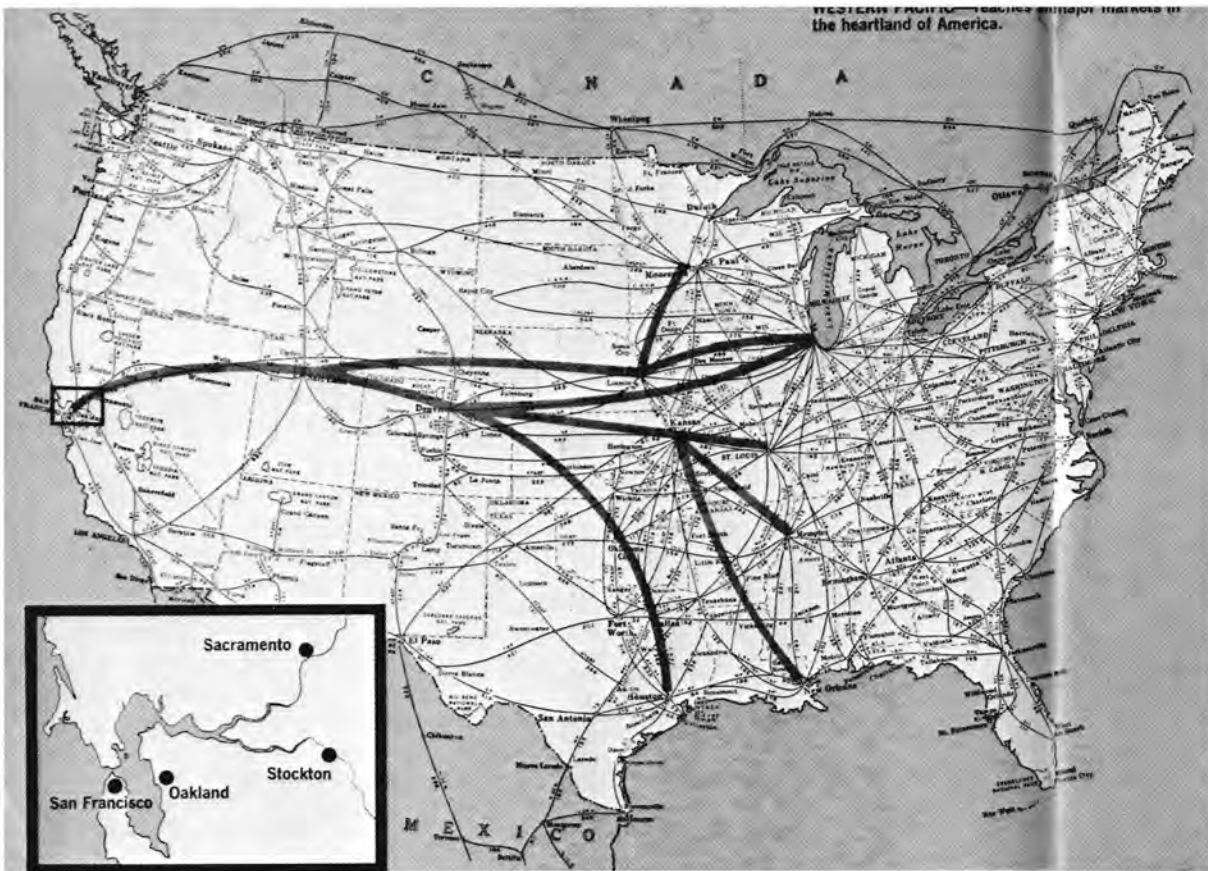
WESTERN PACIFIC INTERNATIONAL SERVICE

Moving people and products today from one point to another is a whole new ball game compared with just a few years ago. Prior emphasis was given more to movements between a community, state, or section of the country. While that is still important, in transportation today the same emphasis is reaching out to include the entire world due to constantly improving transportation methods.

The growth of piggybacking truck trailers on railroad flat cars has been phenomenal, and is still more widely used than containers, developed as a variant of the piggyback concept, but containerization is a bright spot on the horizon. Up to 30 times faster than conventional loading and unload-

(Continued on Page 5)





Port of Oakland aerial view of WP's Oakland container facilities.



ing of freight, container shipments packed and sealed by shippers are not opened until they reach destination. This reduces pilferage, danger of contamination, or damage in transit. Containers can be used with equal ease in various modes of transportation, they are easy to stack at warehouses, aboard ship, or outdoors, and they are more economical.

This is important to our railroad, for international traffic is becoming more and more a substantial part of WP's business. Import-export shipments between this country and those overseas is on the rise. WP's intermodal services department, under di-

Left: Trainload of containers leave Oakland yard prior to start of transcontinental run.

rection of Assistant Vice President Donald L. Loftus and his experienced staff in conjunction with John W. Burkard, manager of international sales, is going all out to obtain WP's share of this business.

"Fortunately," said Don, "our railroad is ideally located to serve all four important central west coast ports—San Francisco, Oakland, Stockton and Sacramento. Our facilities can handle all container sizes as well as breakbulk or bulk cargo. WP emphasizes expeditious handling in port terminals to eliminate delays. Our rail equipment, schedules and variety of routes connecting with other railroads provide rapid handling between these ports and major points in the interior United States."



Pretty Penny Pegler, 18, who adds charm to Flying Scotsman exhibitions, braved a misty ride aboard the Las Plumas taking the train to San Francisco.

Her father, with baggy shirt and grimy hands indicating a day on the LNER 4472 footplate, waves to press photographers at Oakland as seen in Ted Benson's camera.



Flying Scotsman acclaimed!

Steam returned to Western Pacific for one day on September 27, thanks to Alan Pegler, 51 year old Englishman.

"I was elated when President Perlman and Vice President MacLeod arranged the run over Western Pacific," said Alan. "People think I'm mad, but I enjoy this so much I'm prepared to throw everything into it. I simply get vast satisfaction giving pleasure to a large number of people."

This Alan has done since 1963 when he bought the famed *Flying Scotsman*, subject to condition that he could drive

it on Britain's main lines as a private engine hauling passenger trains. "I wanted others to see it, too, so I shipped the engine and eight cars to Boston in 1969." It has since been to Texas, Wisconsin, Canada, New York, Chicago, via the BN to the Northwest and down to Bieber, then over WP to Oroville. Enroute to Oakland under steam, with Alan at the throttle, the train stopped traffic and drew thousands during station stops. After crossing the bay on WP's M.V. *Las Plumas* the train is now on display at Fisherman's Wharf until next Spring.

Crew on WP switcher had closeup view of Flying Scotsman as it heads through Haggin yard near Sacramento enroute to Oakland. During previous week Solano Rail Car Co., Oroville, serviced engine and cars for public exhibition at Fisherman's Wharf. Activity in upper lefthand corner of picture by Henry Brueckman is on site of California Almond Growers Exchange new distribution center.



A Londoner, Alan's continuing love for the *Flying Scotsman* began at the age of four. Alan attended Cambridge, served in World War II as a Navy flyer and in the Royal Air Force. He joined the family's rubber and plastics business and was managing director and chairman when the business was merged in 1961. Alan sold his interest and subsequently ran the Welsh narrow-gauge Festiniog Railway which he bought in 1954 and is presently

chairman. He also is an underwriting member of Lloyd's of London.

Alan set up Flying Scotsman Enterprises, Inc. in March 1971 and he plans to have the train out of England for many years. Exhibition offers have been received from several countries. "But for the present time," beamed Alan, "there are many young and old in the Bay Area I hope to give the pleasure of seeing the *Flying Scotsman*."

Above: In the heart of the Altamont hills LNER 4472 works out of Midway's forest of power lines in picture by Ted Benson. Ted's front cover picture shows the Flying Scotsman just outside Redmond cut with her pops whistling a firm indication of ample steam pressure.

Looking at the coal bunker, the remaining 59 miles to San Francisco are the last on this Western trek.

* * *

Right: The Flying Scotsman's run over Western Pacific was climaxed by her arrival at Powell street slip aboard WP's M.V. *Las Plumas*. She was pulled from the vessel by the San Francisco Belt Railroad and spotted at Fisherman's Wharf, just an easy stroll from the old sailing ship *Balclutha* shown in the distance.





Superintendent of Safety Lou Fischer (center) explains to Switchmen Franklin Harbin and Voy Neuman how easily various kinds and sizes of safety glasses may be adjusted.

This switch crew at 25th Street yard, San Francisco, believes in WP's Safety Eyeglass Program. "We wear them. When we're switching cars we have to see what's going on at all times," all agreed. "Besides, the price is right. WP furnishes all glasses, except prescription lenses obtainable at minimal cost by payroll deduction."

All enginemen, trainmen and switchmen must wear eyeglasses on duty. See your supervisor for details announced in Yellow Notice No. 16-7. Protect YOUR eyes!

Ask someone who can't see!



Engineer Russ Porterfield (left) and Fireman Bob Barnes like the improved vision safety sunglasses give them from the engine cab.



"Safety sunglasses sure make our switching job an easier one, especially when we have to look directly into the sun," agreed Switchmen Franklin Harbin and Voy Neuman.



Les presentamos a la "senorita de Seguridad"

En cuanto Jim Brennan asumo el puesto de manejador de reglas y seguridad, comenzo una serie de Boletines de Seguridad para informar y animar a nuestros companeros de que siempre deben de tener cuidado. Originalmente comenzaron en ingles pero se le ocurrio a Jim de que si cada boletin fuera duplicado en espanol seria mas util para los trabajadores que hablan espanol.

Para trasladar y escribir los boletines en espanol Jim recibio asistencia de nuestra amiga bonita y talentosa "Senorita de Seguridad" a quien conocemos mejor en la oficina como Maria Jennings.

"Esto es un placer," nos dijo Maria, "y me siento como que si deberas contribuyo en nuestro programa de Seguridad. Espero que con estos boletines se les haga mas facil ha los que hablan espanol para que comprendan mejor las reglas de seguridad y asi trabajen con mas cuidado.

"Luego oiran de mi otra vez. Por favor lean los boletines muy detenidamente!"

Arthur Lloyd joins Amtrak

Arthur L. Lloyd, Jr., former WP employee and more recently partner in Clift Travel Service, S.F. was appointed to a key Amtrak post as agency and industry relations on October 1. He hopes to eventually establish for Amtrak joint promotions and joint rates for airlines

Presenting Western Pacific's "Miss Safety First"

Soon after becoming manager of rules & safety, Jim Brennan began a continuing series of Safety Bulletins to inform and encourage our railroaders to be safety minded at all times. Originally issued only in English, it occurred to Jim that if each bulletin was duplicated in Spanish it might be more helpful to our Spanish speaking employees.

For assistance in translating and typing the bulletins in Spanish, Jim received help from our pretty and talented Miss "Safety First," better known at general office as Maria Jennings.

"This is really fun," said Maria, "and I feel as though I'm contributing to our Safety First program. I just

hope that these bulletins will make it easier for our Spanish speaking employees to better understand our safety rules and thereby assist them in working more safely.

"You'll be hearing from me again, soon. Please read the bulletins carefully!"



and shiplines. He served on American Society of Travel Agents' rail committee this year, was treasurer, vice president and in 1969-70 president, of ASTA's Northern California Chapter. Arthur, Eleanor and daughter, Liane, live at 11316 Fairway Court, Reston, VA. 32070.

Safety program getting results

During the week of October 18 aboard Business Car 101 from Oakland to Elko, 118 operating officers and supervisory employees and 14 union officials heard encouraging news from Vice President & General Manager D. H. MacLeod.

"You will be as encouraged as am I in the tremendous improvement in our Safety performance. For the first nine months this year our ratio of reportable injuries per million man hours worked is 14.8. This is better than a 50% reduction from years 1969 (35.4) and 1970 (30.8). In 1970, WP ranked 17th among 18 reporting railroads in our class. We are now No. 8!" said the pleased general manager. "This proves that you men and those working with you are taking safety more seriously than ever before, and that injuries can be avoided. But, we're shooting for No. 1 — to make WP the safest of all railroads on which to work. We can, if every employee will take the precautions in the discharge of his duties as did those who brought about this year's im-

Safety Achievement Awards program

A program will begin next January designed to reward employees who have worked a stated number of injury-free years with suitable award and recognition.

Selections will be based upon from five to 30 years service, at five year intervals, from operating and store employees. Those retired from active service after 25 or more years will be eligible if they have not received a 30-year award.

Awards will progress in value with the greater number of injury-free years.

provements."

Other speakers aboard the car were Manager Rules & Safety Jim Brennan, Superintendent Safety Lou Fischer, newly appointed Superintendent Rules Andy Stene, Training Consultant Hob Ferguson, and Division Superintendent Jim Brown and John Lusar.

You might win \$10!

Lou Fischer, superintendent safety, plans to give away \$100 a week—\$10 each to five transportation employees and \$10 each to five mechanical-station force employees. To win, someone at home when the phone rings will have to give the correct number and reasonable description of the "Rule of the Week."

Each Friday, one operating rule or one safety rule will be announced by the transportation department, and one safety rule will be announced by the mechanical department, for the following Sunday through Saturday week.

Employees' names whose homes will be called will be drawn from seniority rosters. Calls will be limited to a minimum of five and a maximum of 10 for each of the two groups. If no one answers the phone after eight rings, that employee's name will again be eligible to be drawn.

Your phone may ring tomorrow—be sure someone there knows about the "Rule of the Week."

QUEUE PERFORMANCE

First 9 months totals, 1971

| Reportable Injuries | | Total Injuries | |
|---------------------|--------|----------------|--------|
| Goal | Actual | Goal | Actual |
| 78 | 73* | 221 | 363** |
| (*169—1970) | | (**440—1970) | |

QUEUE UP FOR SAFETY! MAKE WP NO. 1

Letters Received

The following appeared in the September 24 edition of the Sacramento Bee, addressed to the Editor:

Welcome Aid

My husband and I would like to use your column to say "thank you" to the man who came to our front door about 10:30 p.m. to tell us he saw someone peeping through our backdoor window. He was passing by on a Western Pacific switch engine and took the time to stop and inform us. In the process the intruder was scared off. The incident might have been worse were it not for our unknown friend. Thank you for taking the time, whoever you might be.

Mr. and Mrs. D. L. Dotson
Sacramento, Calif.

* * *

Motel Owner

I've missed MILEPOSTS since I retired as section foreman, and would enjoy receiving the magazine to keep up on WP activities and my many old friends. My wife and I operate the Cozy Motel at 344 East 3rd Street in Winnemucca and we would welcome all railroaders to visit our 14-room motel.

Theodore Barrera
Cozy Motel
Winnemucca, Nev. 89445

* * *

Clear Conscience

You may be interested in my letter of August 10 in reply to one received from Mr. J. P. Anderson of Placerville:

"This will acknowledge your letter asking whether or not Western Pacific is aware of a claim made against

you in 1937 or 1938 by the section foreman, Kingdon, regarding a fire on our right of way. We have no record of such a claim being made. Your interest in this matter is appreciated, and your dollar is returned with this letter."

Patrick Sullivan
Superintendent
Maintenance of Way Operations
Sacramento, Calif.

* * *

From Fairbanks, Alaska

Mrs. Hill and I are on a trip around Alaska during August and September by railroad, bus and ship. Having a wonderful time on my first train ride since retiring as waiter-in-charge on the California Zephyr. Tell all my friends hello and that they all should see this beautiful State.

Louis Hill
3035 Harper Street
Berkeley, Calif.

* * *

Noted Rail Historian

I regret to report that my husband, Roy D. Graves, passed away on June 5, 1971. He was always interested in MILEPOSTS and the Western Pacific and I'm sure some of your employees knew him well. You may discontinue sending MILEPOSTS.

Mrs. Ethel W. Graves
1201 Moraga Street
San Francisco, Calif.

* * *

Come and See Us!

Toward the end of October my wife, Mindell, and I are moving to Wickenburg, Ariz. to live in a mobile home in Country Club Park. There are 120

(Continued on Page 13)



Service Pin Anniversaries

November-December 1971

45-YEAR PIN
John W. Gavey . . . Project & Assistant Valuation Engineer . . . San Francisco

40-YEAR PINS
Charles K. Faye . . . Assistant Vice President-Sales . . . San Francisco
Edward W. Jayne . . . Conductor . . . Division

35-YEAR PINS
Ralph Aiello . . . Locomotive Engineer . . . Division
Clayton R. Ashland . . . Car & Demurrage Clerk . . . Milpitas
Myron J. McDonald . . . Yardmaster . . . San Jose
Herman F. Schultze . . . Sheet Metal Worker (MILEPOSTS Correspondent) . . . Sacramento
Paul L. Schultze . . . Sheet Metal Worker . . . Sacramento

30-YEAR PINS
Joseph S. Bettencourt . . . Train Desk Clerk . . . Sacramento
Joseph E. Bramse . . . Locomotive Engineer . . . Division
Frank J. Coleman . . . Mechanical Foreman . . . Elko
Wendall C. Earley . . . Water Service Maintainer . . . Stockton
William A. Hoxsey . . . Conductor . . . Division
Carl O. Hunter . . . Carman . . . Oakland
Fred W. Johnston . . . Switchman . . . Division
John R. Meinig . . . Switchman . . . Division
Mildred Naughton . . . General Bookkeeper . . . San Francisco
Allen E. O'Connell . . . Locomotive Engineer . . . Division
Hyrum A. O'Rullivan . . . Manager Costs & Budgets, Mechanical Department . . . Sacramento
William H. Otis . . . Locomotive Engineer . . . Division
Edward F. Reedy . . . Conductor . . . Division
Gilford S. Rice . . . Machinist . . . Stockton
John P. Rice . . . Locomotive Engineer . . . Division
Harold L. Siemens . . . Locomotive Engineer . . . Division
Arthur M. Teixeira . . . Janitor, Mechanical Dept. . . . Sacramento
Roger M. Verhaege . . . Terminal Superintendent . . . Stockton
Melvin I. Whaler . . . Train Desk-Diesel Clerk . . . Keddie
Raymond R. Williams . . . Locomotive Engineer . . . Division

25-YEAR PINS
Jean M. Bruce . . . R&D Clerk, Sr. . . . San Francisco
Claude A. Crain . . . Krane Kar Operator . . . Sacramento
John D. Elkins . . . Cashier . . . Reno
Frank J. Hyatt . . . General Scale Inspector . . . Oakland
Joseph R. LaMalfa . . . Mechanical Engineer . . . Sacramento
Lawrence J. Levis . . . Chief Clerk-SAC . . . San Francisco
Stilas A. Martin . . . Relief Clerk #4 . . . Stockton
Patricia T. McDaniel . . . Chief Clerk-Property Accounts . . . San Francisco
John W. Mills, Jr. . . . Assistant to Manager-Revenue Accounting . . . San Francisco
Charles A. Rhines . . . Signal Maintenance Foreman . . . Elko
Raymond E. Schriefer . . . Superintendent-Locomotive Department . . . Sacramento
Daniel A. Yniguez . . . Yardmaster . . . Sacramento

20-YEAR PINS
Edna L. Brown . . . Data Control Supervisor . . . San Francisco
Jeryl R. Goff . . . Conductor . . . Division
Bobbie R. Lamka . . . Conductor . . . Division
Homer L. Lemons . . . Switchman . . . Division
Robert E. Sherwood . . . Yardmaster . . . Oroville
L. P. Wirthlin . . . Locomotive Engineer . . . Division

MILEPOSTS

15-YEAR PINS
N. N. Claw . . . Machine Operator
O. J. Farmer . . . Crew Clerk
M. Huckaby, Mrs. . . . Telegrapher
Donald J. Landgraf . . . District Sales Manager
R. R. Larson . . . Fireman
E. Martinez . . . Machine Operator
A. R. Mize . . . Dispatcher
R. E. Patterson . . . Switchman
Extra Gang 426
Stockton
Wendover
Chicago
Division
Extra Gang 211
Sacramento
Division

10-YEAR PINS
Douglas E. Peterson . . . Carman . . . Elko
J. R. Rivera . . . Roadway Laborer . . . Keddie
Charles J. Rizzo . . . Carman . . . Portola
R. C. Shoemake . . . Yardmaster . . . Stockton
M. L. Ward . . . Assistant Agent . . . Oakland



Congratulations were in order from Walter C. Brunberg, vice president-marketing (left) after President Alfred E. Perlman pinned a 30-year Service Pin on the coat lapel of William F. McGrath, assistant vice president-pricing, on September 22. Bill first worked in WP's Chicago office in 1941 and became traffic representative in 1948. He came to San Francisco as rate analyst and next was assistant to traffic manager, Chicago. He returned to San Francisco as assistant general freight agent in 1958, became freight pricing manager in 1963 and has held his present position since November 1968. Bill and his wife, Rita, have three boys and one girl.

Letters Received . . .

large sites here, with TV cable, surfaced streets, underground utilities, clubhouse and swimming pool. Population varies with the season—2,434 in summer, nearly 6,000 in winter. Mid-summer temperature runs between 57.4° and 99.1°, winter averages between 35.6° and 70.7°. Humidity 9% in summer to 35% in mid-winter. No smog and 345 sunny days yearly. We invite our many friends to stop and see us.

Willard Cox
B5 Bello Lane
P. O. Box 1389
Wickenburg, AR. 85358

* * *

Misses MILEPOSTS

I have missed MILEPOSTS the past year. I've been in a hospital so much

I may have neglected to send my new address. I retired as a carman at Oroville in 1954.

Dallas B. Huggins
3249 Myers Street
Oroville, CA. 95965

* * *

Thank You!

The daughters of Claude V. Van Horn would like to express their deepest thanks and gratitude to all the Western Pacific employees who helped us in our greatest need. Their help and consideration will never be forgotten.

Claudia Larsen
15241 Bezug Lane
Lodi, Calif.

* * *

Marlene Haskin
1848 LaJolla
Stockton, Calif.

They Have Retired

Earl D. Balmer, switchman, Oroville, 28 years 11 months.

Clifford C. Carter, Sacramento Northern brakeman, Marysville, 25 years 1 month.

Walter L. Chadwick, Jr., steno-clerk, Sacramento, 27 years.

Joseph H. Conley, agent, Sacramento, 25 years.

George M. Crum, signal storekeeper, Sacramento, 36 years 2 months.

Robert W. Crumpacker, diesel foreman, Portola, 33 years 11 months.

Robert W. Cunha, chief draftsman, Sacramento, 29 years 1 month.

Lester L. Curtis, carman, Oroville, 25 years 8 months.

Raymond D. Groom, locomotive engineer, Portola, 43 years.

Seth P. Joder, locomotive engineer, Winnemucca, 26 years 9 months.

George J. Lutjemeier, store laborer, Sacramento, 34 years.

(Continued on Page 18)



After 28 years 7 months service, all at 25th street yard, San Francisco, Switchman Voy Neuman took his retirement on October 31. After a trip to Florida and a cruise on the Caribbean, Voy will decide on a place to retire while catching up on his rounds of golf.



husband, Boyd, enjoying the fun. Moments later Ruth Stoughton enjoyed watching husband Max unscrambling his gift which had been stapled with teletype tapes to a long sheet of paper by his boss, Joe Hamer, in deep remorse over losing his assistant. Helen didn't reveal her years of service but Max admitted to 28 years 5 months with WP.



SACRAMENTO NORTHERN

Ruth Crane

Chief Dispatcher J. E. TAYLOR reports that retired Rate & Bill Clerk CHARLES E. ECK and his wife, Grace, who are now living in Wickenburg, Ariz., celebrated their 60th Wedding Anniversary on August 23. The celebration was held in Las Vegas, Nev.

Charlie entered service with the Sacramento Northern on July 18, 1935, and was promoted to chief clerk to superintendent on September 6, 1945. He was transferred to Western Pacific when SN freight station consolidated with the WP on December 4, 1950. He retired on July 19, 1968.

Our congratulations to the Ecks, and may they be able to celebrate many more happy anniversaries!

Happy Christmas Holidays from your friends on the SN!

NEW YORK CITY

Bill Gurgurich

We all were deeply sorrowed by the passing of Roslyn Edwards, beloved wife of JACK EDWARDS, office manager, on September 6. Jack and his family have our sincere condolences.

Congratulations to Barbara Hastings, daughter of Senior Sales Representative and Mrs. JOHN HASTINGS, who was chosen to be Queen of Freehold Hospital's Charity Ball in Freehold, N. J. A wonderful honor for a wonderful gal!

Your correspondent is pleased to

announce that his wife, Sandy, was appointed vice president of the newly formed Parkway P. T. A. Bowling League, Trenton, N. J. "Now," said Bill, "if she can just improve my game . . . ? ? ?"

Best wishes to all our Western Pacific rails for a Merry Christmas and a prosperous New Year!

ALAMEDA BELT LINE

R. H. Robinson

Our railroad lost one of its original employees when retired Superintendent LUCIEN L. DAVIS passed away on September 5 at the age of 87. As superintendent from January 1, 1928 until his retirement on July 31, 1949,

Lucien was the operating executive who guided the ABL from its conception to a very profitable and busy industry through World War II. Born in Oklahoma in 1883,

Mr. Davis grew up near, and maintained an interest in, Indian activities all of his life. His father was an Indian agent for the Government. Lucien came to California in 1900 and was a former supervisor for Western Pacific before he joined the Alameda Belt Line. Since his retirement he had been very active and fully enjoyed his



There were many laughs at a joint Marketing department luncheon given to honor the September 30 retirements of Helen Sells, statistical bureau, and Maxwell Stoughton, freight sales. After her boss Paul Wilmoth (left) presented Helen with a gift from her co-workers she let out a scream when the audience suggested she "bury" the check to keep it from

better than 22 years of retirement. He was a member of the Bay View Lodge 401 of the Masons, Oakland.

Mrs. Davis died three years ago and he is survived by sisters-in-law, Mrs. Olga Barrett, Mrs. Laura S. Merritt, Mrs. Ella A. Butler, all of Oakland, Mrs. Catherine Shaw and Mrs. Helen Landon of Council Bluffs, Iowa, several nieces and nephews.

OROVILLE

Art Reichenbach, Jr.

After 26 years working on the rip track at Oroville, L. L. "LES" CURTIS retired on August 31. Les told us he plans to do some gardening, some fish-



ing, and take care of his olive orchard. We all wish Les a very long and happy retirement and much success in his future plans.

Robert E. "BOB" SHERWOOD, one of our yardmasters, has been promoted to the position of trainmaster at Sacramento. We'll miss Bob around here but wish him much success.

Oroville people were saddened by the news of the death on August 24 of W. W. "BILL" McDONALD, retired water service supervisor. Funeral services were held in Quincy, with burial at Yuba City.

An eye infection kept Train Desk Clerk W. S. "WALT" KUSZYK away

from his desk for several days, but glad to report he's back on the job again.

A bit of excitement was created in mid-September with the arrival of the *Flying Scotsman*, the renowned steam powered train from England. The train spent a week here for servicing by the Solano Car Company in our old roundhouse before continuing to the Bay Area under its own steam September 27.

We're happy to report that your Correspondent's wife, Martha Reichenbach, is recuperating at home very nicely after undergoing intensive surgery.

Inasmuch as our next report will be after the Holidays, all of us in the Oroville area take this opportunity to wish all our friends and fellow workers a very Merry Christmas and mutual fulfillment in the year to come!

OAKLAND

Mary Hodghead

DAVE B. FLOYD, switchman at 25th street yard in San Francisco, was honored for his many years of faithful service by fellow workers at a retirement party. Dave was first employed



Dave Floyd (right) relates some of his 34 years service with Carman A. B. Robinson.

by WP in April 1937. Since his retirement on May 31 we learned that Dave has been enjoying his leisure in one of the favorite pastimes of switchmen—fishing.

We're happy to welcome JOHN P. LORDA, terminal trainmaster at Oakland. John has 14 years with WP, 12 years as a switchman, two years as a yardmaster, and most recently as assistant terminal trainmaster, Milpitas. John and his wife, Loretta, have two daughters, Tamara, 9, and Pamela, 6, with number three expected soon. John enjoys fishing, bowling, softball and his two Dachshunds which, said John, are never held up by their ears.

Oakland will miss Engineer GEORGE MOODY, Switchman CHARLES DEBIOLLES and CHESTER WIMBERLEY, who retired recently. George is moving to his acreage in Oregon, Charles left for Baja California to relax in the sun and fish for white sea bass, and Chester plans to visit his childhood home in Henry County, Tenn. Sounds beautiful! We're sure they all will enjoy their new activities.

A very Merry Christmas and a Happy New Year to our entire railroad family!

KEDDIE

Elsie Hagen

Our Plumas County Fair was well attended during its five-day run this year, except for the temperature which, unusual, hung right around 100° for too many days, and the nights did not cool off as they usually do. Also, Plumas County won first prize for its Recreation Exhibit at the California State Fair in Sacramento!

Quincy gained a new resident when W. B. ROBBLEE, who works at Greenville, moved with his wife and two daughters from Keddie.

They had a luncheon in August at the Plumas County Museum for HAROLD T. "BIZZ" JOHNSON, as guest of the Chamber of Commerce.

WILLIAM W. McDONALD, retired water service man who worked in Keddie for many years, passed away on August 24 at Plumas District Hospital. He had been ill for some time. Bill was born on May 22, 1885 in Missouri. He moved to Quincy after he retired from WP and lived on a ranch with John Galeppi. He is survived by two sons, one daughter, and several grandchildren.

TIDEWATER SOUTHERN

Oscar Correa

They had a great party in Modesto for retired Roadmaster and Mrs. WILLIAM ST. JEOR in celebration of their 60th Wedding Anniversary on August 31. The party, given by their four children, also included a trip to San



Francisco so Bill could stop by WP's office to see his many friends. The family also includes 16 grandchildren and 12 great-grandchildren.

Bill was born in Tooele, Utah on March 17, 1888. He and his wife, Mabel, were married August 31, 1911 in the Mormon Temple in Salt Lake City. They lived in Merced 25 years before moving to Modesto 26 years ago. Bill was a circus rider with Buffalo Bill's Wild West Show and a rancher before working as roadmaster for the Yosemite Valley Railroad from

January 1921 to August 1945, when he joined the Tidewater. He retired on August 15, 1956. The St. Joers are active in the Church of Jesus Christ of Latter-day Saints, and Mrs. St. Jeor is a member of the Neighbors of Woodcraft.

Bill and Mabel have our best wishes for many more happy years.

Best wishes from all of us to all of you for a Joyous Christmas and a Happy New Year!

WENDOVER-SALT LAKE CITY

Carol Suchan

Our deepest sympathy is extended to Engineers S. L. WORTHINGTON and S. J. WORTHINGTON on the passing of their father, Samuel N. Worthington, at Grantsville, Utah on September 21.

Sincere sympathy is also extended to Conductor-Brakeman J. T.

MCLAUGHLIN on the passing of his mother, Mrs. Rose McLaughlin, at Salt Lake City on September 22.

Conductor-Brakeman J. T. GAMBLE retired on June 30 after 30 years service with Western Pacific. Jim said he will catch up on his fishing and just take life easy.

Engineer S. F. HIATT retired on July 15 with 42 years in WP service. It looks as though he might get together with Jim as Sam also enjoys fishing which he said will occupy a part of his time enjoying retirement.

Retirement took another Engineer, G. J. MARRS, Elko, on September 30, ending 35 years with WP. We hope he, too, will enjoy many happy years.

And now, the very best of wishes from Utah to all our railroaders and friends for a most Joyous Holiday Season!

Gordon Van Horne, train desk clerk, San Jose, 29 years 7 months.

Alexander P. Wichmer, telegrapher, Fremont, 26 years 10 months.

They Have Retired . . .

Ernest Mancuso, locomotive engineer, Stockton, 30 years 8 months.

Roy Nelson, carman, Oakland, 30 years.

Earl Perkins, car inspector, Portola, 31 years 3 months.

Daniel C. Pitts, carman, Gerlach, Nev., 30 years 4 months.

Loren L. Powell, conductor, Graeagle, 30 years.

Gawn D. Reid, section stockman, Stockton, 23 years 11 months.

William I. Robertson, electrician, Oroville, 33 years 9 months.

George W. Roller, blacksmith, Sacramento, 30 years 11 months.

Ralph F. Sarbach, diesel foreman, Portola, 30 years 2 months.

Edgar R. Scott, locomotive engineer, Elko, 29 years 9 months.

John F. Spowart, clerk, San Francisco, 35 years.

John J. Susoeff, assistant head export clerk, San Francisco, 29 years 4 months.

Christmas Seals provide money for more medical research and education in the fight against tuberculosis and emphysema. This annual drive needs your generous support.



In Memoriam

Amy E. Allison, stenographer, Sacramento, September 15.

Kenneth L. Bedsaul, retired brakeman, Oroville, August 16.

R. R. Betancourt, section foreman, Elko, July 23.

Russell L. Burch, clerk, Oakland, August 3.

Lucien L. Davis, retired Alameda Belt Line superintendent, Oakland, September 5.

James A. Edwards, retired round-house foreman, Santa Cruz, August 3.

Charles L. Ellis, retired locomotive engineer, Alameda, October 22.

Cipriano A. Facciano, retired hostler, Gridley, August 1971.

Paul Franklin, laborer, Eastern Division, August 15.

David S. Galvin, retired Sacramento Northern pile driver, Oroville, August 1971.

Kermit M. Grimes, retired carman, Sacramento, August 11.

Sara M. Guidotti, retired clerk-freight claims, San Francisco, August 23.

Phillip Howard, Jr., switchman, Stockton, August 4.

Clyde A. Johnson, retired B&B employee, Sacramento, August 1971.

Albert A. Lindholm, retired switchman, Stockton, June 1971.

James M. Maguire, retired conductor, Santa Monica, July 1971.

Dora G. Meyer, retired clerk-purchasing, San Francisco, June 1971.

Ayao Otsuki, retired track foreman, Okayama Ken, Japan, June 1971.

Ova Pearson, retired fireman, Portola, May 1971.

Ronald S. Perry, electrician helper, Oroville, October 12.

William E. Phillips, locomotive engineer, Stockton, September 29.

John H. Pinkham, retired store helper, Sacramento, September 18.

Frank J. Ramos, carman helper, Oakland, September 1.

Roy A. Roderick, retired rate clerk-accounting, Long Beach, date unknown.

Elmer R. Schaefer, retired traffic agent, Oakland, September 1971.

Ronald E. Sibley, switchman, Fremont, October 8.

Joseph F. Silva, retired train desk clerk, Bryte, September 1971.

VOLUME 23, NO. 6 NOV.-DEC. 1971



Milepost 222: Station James is in the distance just to the left of milepost sign.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
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Lee Sherwood, Editor

Member Assn. of Railroad Editors



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Women's Liberation! — Illinois Central has five saleswomen soliciting freight or taking sales training; Southern Railway had a woman in drafting department during summer vacation while studying civil engineering at Duke University; Long Island Rail Road has policewoman who can handle sawed-off shotgun and revolver with accuracy!

* * *

Recently completed section between Turkey and Iran has provided direct link between Europe and Southwest Asia for Trans-Asian Railway's projected 8400 mile rail link between Singapore and Istanbul.

* * *

General Motors claims "excellent results" with tests to ship automobiles by "cocoon" method in containers stacked three high on low-level flatcars.

* * *

Tax Foundation, Inc. says in any 5-day week Americans work well into Tuesday afternoon before earning enough to pay Federal, state and local government levied taxes.

* * *

Final count on October 3 showed Rio Grande's Silverton train carried 102,952 passengers for new one-season record.

* * *

Assn. of Iron & Steel Engineers proposed non-stop unitrain iron haul from Mesabi Range to Chicago, Cleveland and Pittsburgh that could save enough to help meet foreign competition through modernization.

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Season's Greetings!