

WESTERN PACIFIC

Mileposts

**DECEMBER
1968**



**SEASON'S
GREETINGS!**

Christmas means much to all of us at Western Pacific

as we each enjoy this wonderful season.

Particularly, it is a time to reflect Peace Toward Men of Good Will . . . the joy of giving to others . . . The Nativity . . . the understanding that we should strive to better live and work in harmony with each other for the benefit of mankind everywhere.

"Christmas is a time," wrote Henry Van Dyke, "to remember what other people have done for you and to forget what you have done for other people . . . and not to believe that the only good reason for your existence is what you are going to get out of life, but what you are going to give life . . . to put your rights in the background and your duties in the middle distance, and your chances to do a little more than your duty in the foreground . . . to see that your fellow men are just as real as you are, and try to look behind their faces to their hearts, hungry for joy!"

"If you are willing to do these things even for a day, then you can keep Christmas—and if you can keep it for a day, why not always?"

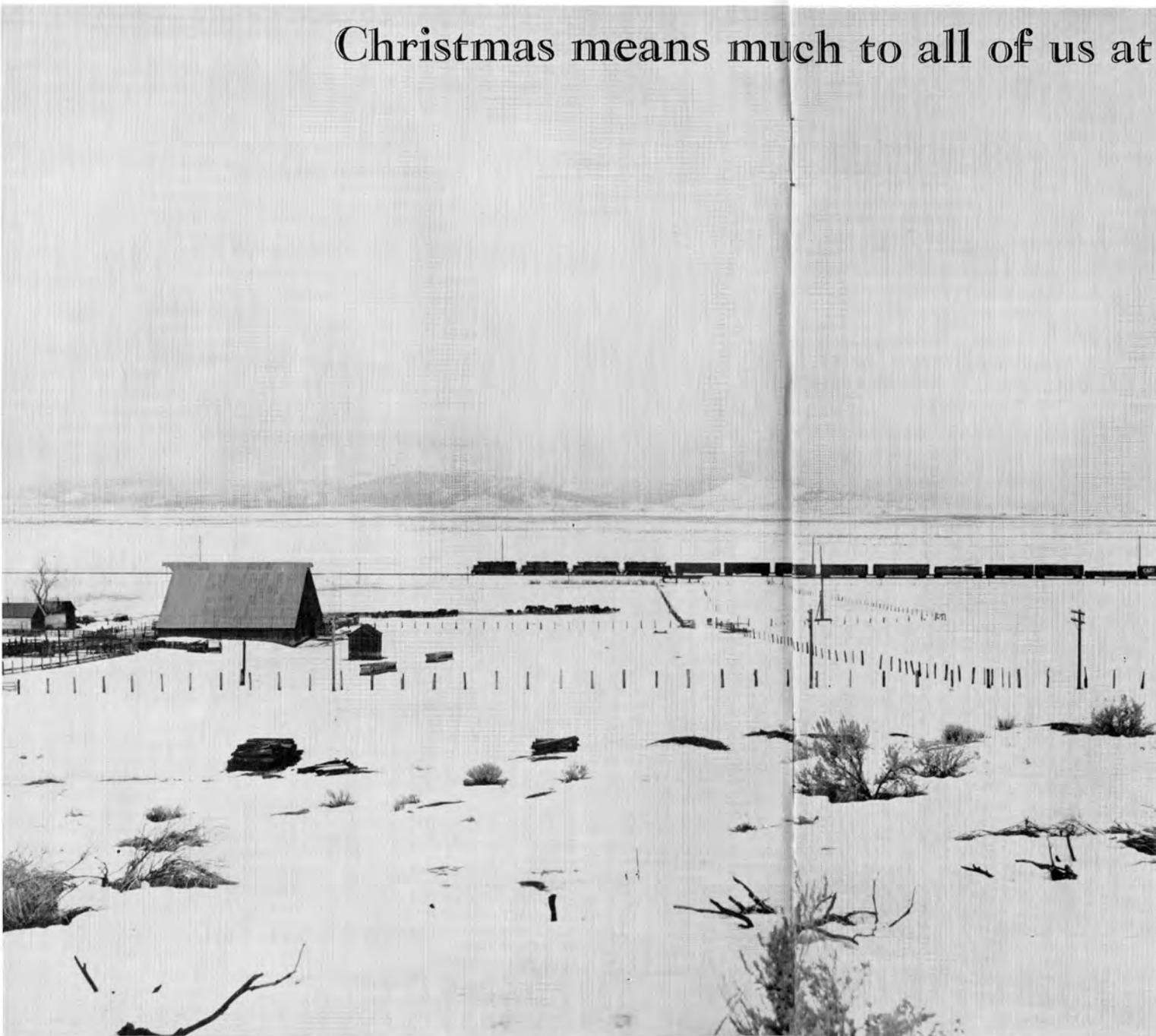
With these thoughts in mind, may I personally wish each of you a splendid Christmas, and an opportunity during the New Year to look and move ahead together in harmony.

Most sincerely,

M. M. Christy

Front Cover: Four 2500 h.p. units bring an eastbound freight into west end Portola yard, headed toward camera of Richard Steinheimer. * * *

Photo, left: Snowy Sierra Valley yields to an eastbound freight as captured on film by talented Alan Steinheimer, age 10.



#306
#500

OAKLAND TO SALT LAKE CITY IN ONE HALF HOUR!

Hard to believe?

Literally, yes, even if you rode one of today's fast jets, although some jet schedules are nearing that goal now and may reach it before too many years have gone by.

For the time being, however, beginning shortly after the first of the coming year and continuing indefinitely, Western Pacific railroaders at most principal locations along the railroad will figuratively cover the railroad from one end to the other in just 30 minutes.

During that half hour they will have an opportunity to see close up a good portion of the railroad's main line territory, watch highballing freights enroute east and west, busy activities in the yards, and other action which takes place day and night on the Western Pacific Railroad.

This is all done with a camera which went into action early this year and ground out the last bit of footage a month or two ago. Since that time, the professionally produced film has been edited down to 30 minutes of sound and color, and titled "*Railroading With Safety*."

Actually, the film was not produced specifically for the purpose of stressing safety, as the title may lead you

to believe. The production was more for the purpose of orientation and training in the interpretation and application of operating rules, primarily to train new train, engine, and yard employees as an adjunct to a recently inaugurated training program.

Experienced employees may, however, very well find the film will serve as a refresher to remind them to avoid certain unsafe practices which can unconsciously become a part of their varied duties and which could lead to disaster if not eliminated. Student employees will find the film helpful as a supplement to the training received while they are learning their new duties, and the half hour spent viewing the film could very well mean years of employment spent without injury. It will also be helpful, too, for men from various crafts who, when necessary, may be selected at each hiring point to assist the local officer in the proper training of the new employees.

Unexpectedly, the film was found to have another advantage when it was previewed during the week of December 2 for general office employees. Although not physically involved with the movement of trains or operations in the yards, many of those

who viewed the film expressed appreciation for having the opportunity to see for the first time just what takes place out on the railroad—how trains are made up, equipment required to move freight and passengers, the territory through which our railroad passes, and the many people performing their varied duties which keep the trains on the go. "I didn't realize how much detail, and how many people, performing a multitude of jobs, it takes to make a railroad operable," said one pretty secretary. An engineering department draftsman, who has mapped many miles of the railroad, claimed that he received a very different impression of just how the railroad looks in comparison with his drawings. "I didn't realize our railroad passed through such scenic country," said an accounting department clerk, "and it's just amazing that a railroad could even be built through such rugged terrain as the Feather River Canyon!"

A marketing department employee was particularly interested in the size of Western Pacific's newest freight car equipment, and scenes of freight car interiors with newest type lading protection were of special interest to a freight claim adjuster. A member

of the systems information services department expressed high interest in points along the railroad which will all eventually be tied into one big network to provide instant information for locating and keeping track of cars enroute over the railroad.

Nearly all who viewed the film were in agreement that it is a very fine film, and professionally produced.

The film will be sent to major points along the railroad early in 1969, and schedules for each showing will be announced in advance.

Jack Starr, assistant manager of personnel, who directed the shooting of the film, and photographer Ed Carroll, covered the railroad between Oakland and Salt Lake City, mostly on weekends, riding freights and hiking, to get pictures from trains and from on the ground. About 50 Western Pacific people are in the scenes. "I would like to thank all employees who so patiently worked with us in the field," emphasized Jack. "Without their help the film would not have been possible. Unfortunately, not all of the considerable footage taken could be used, in the interest of continuity, and some had to be edited out for the final 30-minute running time. Hope to see you in the movies!"

For about six months after San Francisco high school students return for their Fall classes, a good number of the ambitious ones take on extra curricular activities.

Of these activities, one of the most beneficial and most successful is the Junior Achievement program, a nation-wide establishment of several thousand small business firms modeled after American enterprise methods. As teen age business men and women, the skills, efforts, and training they will absorb as Junior Achievers will be important to them long after they have completed their education.

One such JA company founded in San Francisco this year by 15 students is "Unique Designs," a name of their selection. For guidance they will rely on Western Pacific Railroad as their counsellor, and six WP employees as their advisors. Donating two hours of their time each week for the next six months are Rita Connolly, chief, intermodal dispatch; Judy Holt, secretary to assistant vice president-intermodal services; Ed Batchelder, track designer; Lynton Brooks, transportation analyst; and as alternates who served as advisors last year, John Hilgedick, chief, rate bureau, and Lou Fischer, sales representative.

The product selected for manufacture and sale by Unique Designs is a railroad spike. Not just an ordinary spike, but one filed and milled to a smooth perfection, drilled and plated



with chrome or brass. The spike is mounted on a polished piece of maple, oak, mahogany or walnut, with a small plaque engraved with the purchaser's name or initials. The mounted

Junior Achievers in business again

spike makes an attractive desk ornament or paper weight, or can be used as a wall plaque.

Western Pacific railroaders may place an order with any one of the advisors named above, specifying choice of wood, chrome or brass spike, and name or initials to be engraved on the plaque.

Initial production work on the spikes is done by the Junior Achievers, but some final work, such as plating, is done by outside sources hired by "Unique Designs," since facilities and equipment for this work is not available at their headquarters.

Not wishing to waste valuable time while waiting for the return of their product, these eager young business people decided to manufacture Christmas ornaments for pre-Holiday sale as an additional source of income.

The four pictures of the Christmas ornament assembly line were taken by Judy Holt. The other three were taken by Junior Achiever Darius Frierson.

Many general office employees have invested \$1 a share in "Unique Designs" stock, money which will be used as working capital to buy tools, materials and equipment, and to pay bills, taxes and wages. If the company makes a profit, outstanding stock will be repurchased and any remaining funds will be used to pay dividends.

Through "learning by doing" these ambitious youngsters learn the true, full meaning of the free enterprise system, and how a business can succeed or fail.

One thing for certain, despite the name Junior Achievement, the operations of "Unique Designs" are senior in every respect!



Vice President-Finance Fred A. Tegeler, became the first owner of stock in the "Unique Designs" company, purchased from pretty Cathy Soukup, Junior Achiever treasurer of the company. "I'm most happy to support such a worthy endeavor, and I'm sure this training will be helpful to these young people after they complete their education and enter the business world," said Fred.



Supervision provided by Judy Holt, third from left above, and Lynton Brooks, second from left below, is an important part of the training Junior Achievers received.



New employees in Special Agent's department

Just before deadline MILEPOSTS learned that two new employees recently joined the department of chief special agent and claim agent.

First to join the department as district special agent is James E. Ford, presently assigned to Oakland.

Before working for Western Pacific, Jim studied at Colorado A & M as a business administration major.

Jim is married and lives with his wife Ellen, in Sacramento.

* * *

John P. Cook entered the department as assistant district special agent & claim agent, assigned to the 8th and Brannan Streets office, San Francisco.

John is a native of Barre, Vermont, and after completing high school there, entered Colorado School of Mines at Golden. From there John entered the U.S. Army, and served in military intelligence from October 1965 until his employment with Western Pacific.

John lives in San Francisco.

Retires from C.C.T. after 51 years service

Edward W. Bennett, Stockton freight agent for the Central California Traction Company, accepted his retirement on November 5, after 51 years' service with the railroad, reports George M. Lorenz, C.C.T. general manager.

later was similarly employed at Youngstown. He became freight agent at Stockton in 1935.

Eddie was born in Benicia, Calif., on May 21, 1899. He married the former Lola Smith in 1936, and is now grandfather of one, and great grandfather of four.

A dinner party honored Eddie and Lola at the House of Murphy, Stockton, on November 23, attended by many C.C.T. employees.

We wish them much happiness in their retirement at Lake Tahoe.



Mr. and Mrs. Edward W. Bennett

Eddie was first employed as freight clerk in 1917, and subsequently served as armature winder, cashier, and warehouseman. In 1922, he was appointed freight agent at Sheldon, and

They Have Retired

Edward W. Bennett, Central California Traction Company freight agent, Stockton, 51 years.

David S. Galvin, Sacramento North-eastern pile driver, Oroville, 14 years 7 months.

Ivan Johnson, marine deckhand, Oakland, 44 years 7 months.

Thomas M. Shea, division lineman, Wendover, 21 years.



Service Pin Anniversaries

NOVEMBER-DECEMBER 1968

45-YEAR PIN

Oscar H. Larson Chief Clerk, Transportation San Francisco

40-YEAR PINS

Vernon W. Geddes Supervisor, Car Accounting San Francisco
Pierre D. Oscamou Laborer, Mechanical Dept. San Jose
Bruce R. Reynolds Conductor Division

35-YEAR PIN

Laurel J. Fisher Section Foreman Division

25-YEAR PINS

Dorothy A. Alderman Freight Claim Investigator San Francisco
Oscar D. Atkinson Fireman Division
Eleanor R. Harrigan Relief Clerk #9 Stockton
Don V. Housen Fireman Division
Hanson E. Mathews Conductor Division
Patricia Montana Payroll Clerk "A" San Francisco
Adam Morandin Warehouse Foreman Oakland
John F. Quinn Assistant Chief Clerk-Engineering San Francisco
Joseph W. Rogers Switchman Division
Thelma Mae Toomey Laboratory Assistant Sacramento

20-YEAR PINS

Pete H. Bellamy Dining Car Steward Oakland
Varley M. Boyce TCS Maintainer Hayward
Harry I. Hanen Overcharge Claim Investigator Sr. San Francisco
Thomas W. Hoover Electrician Oroville
Glen B. Kirkpatrick Brakeman Division
Roy F. Koellman B&B Carpenter Division
Franklin E. Louie Draftsman San Francisco
Kenneth V. Plummer Superintendent of Transportation San Francisco
John Reis Marine Deckhand Oakland
James P. Wilson Section Laborer Division

15-YEAR PINS

S. W. Johnson B&B Carpenter Division
C. W. Rhuland Switchman Division
A. J. Ricks Welder Division
M. R. Searing Conductor Division
Jack W. Shoblom Secretary to Vice President-Sales San Francisco
H. C. Smith B&B Foreman Division
D. L. Speagle Conductor Division
Henry E. Sprowl Carman Portola

10-YEAR PINS

Vergil A. Bright Carman Oakland
Robert B. Jennings Secty. to Asst. Vice President-Pricing San Francisco



SACRAMENTO STORE

Al Dabbs

We are all very proud of BRUCE STILWELL, control clerk at our Sacramento store office, whose efforts and quick action were instrumental in saving the life of two-year-old Michael Stevens, son of Mrs. Judith Stevens of South Lake Tahoe.

Bruce, who recently purchased a home at Lake Tahoe, was passing by as Mrs. Judith Walton was pulling Michael from a channel near Tahoe Keys at the end of Ward Way where he was seen floating face down in the water. Bruce quickly administered mouth to mouth resuscitation before the boy was rushed to the hospital and later released.

As a result of Bruce's action, he received the following letter from Chief of Police Ray W. Lauritzen, City of South Lake Tahoe, dated October 9, 1968:

"On behalf of the Police Department, I would like to commend you for your prompt and proper action in administering mouth to mouth resuscitation to two-year-old Michael Stevens. This action, together with that of Mrs. Judith Walton, who pulled Michael from the water, undoubtedly saved his life.

"People such as yourself are an asset to the community and are appreciated by those of us responsible for the protection of life and property."

KEDDIE

Elsie Hagen

Robert Hanley, son of retired Agent PETE HANLEY, was named clerk of the Plumas County Historical Museum. His duties will center on general clerical tasks and cataloguing and displaying historical exhibits. Robert is a graduate of Quincy High School and San Jose State College where he majored in social sciences and industrial arts. Robert and his wife live in Quincy.

Engineer and Mrs. BILL HECKALA are proud grandparents of their first grandchild, Kevin Joseph Barth, the son of their daughter Mrs. Werner (Judy) Barth. Kevin also has a great grandmother, Mrs. Eva Grubbs, of Oroville, and a great grandfather, Paul Barth, of Ft. Wayne, Ind.

Mr. and Mrs. John Shannon, of Sunnyvale, visited recently with Mrs.

Shannon's family, Mr. and Mrs. Herman Clarke, of Quincy. John is the son of Engineer JACK SHANNON, Portola.

Retired Agent and Mrs. PETE HANLEY, attended the wedding of their son, Pete Ian Hanley and Miss Fay E. Zoeller of San Antonio, Tex. on September 28. The wedding took place in St. Gregory, the Great Catholic Church of San Antonio, which was followed by a German traditional reception with dancing for 350 people. The bridegroom is a graduate of Quincy High School and Sacramento State College. He is employed as a timber products distributor for Weyerhaeuser Company, San Antonio, where the couple are living. They honeymooned in Acapulco, Mexico.

W. A. "BUD" SOULE, retired chief clerk from San Jose, was among the lucky deer hunters, getting his buck on opening day. "Bud" and his wife spent the summer in Quincy where he has been since he retired last May. They have now returned to their San Jose home for the winter.

ALFRED LOUIS "TOAD" SMITH died in Plumas County Nursing Home in Quincy on October 11 at the age of 85. Smith, crippled for years, was one of the last survivors of the Butterfly Valley Smith family. He worked in mining, ranching, cooking, and did much of the carpenter work on stations during construction of Western Pacific. He was buried in Quincy Cemetery.

Emil Brehm, a resident of Northern California for 60 years, died recently at the age of 82. Burial was in Quincy's East Lawn Cemetery. Brehm is survived by his widow and several sons and daughters, one daughter be-

ing Margaret Metzdorf, wife of Conductor GLENN METZDORF.

Conductor and Mrs. GLENN METZDORF are really making the news. First, their son Glenn, Boatswain Second Class, Second Police Officer, will be home from his station at Kodiak, Alaska about December 1 for 30 days. Son Gary, Seaman Second Class now stationed at Okinawa will return to



Mrs. Kenneth E. Bird

the States at San Bernardino and then to San Diego about December 1, and will possibly soon be out of the Navy. Daughter, Glenda, was married on November 16 to Kenneth E. Bird, son of Mr. and Mrs. Harold Bird of Sonora, Calif. Glenda graduated from Quincy High School and attended Sacramento State College. Kenneth is a Sonora High School graduate. They were married by Reverend Tanner in the Methodist Church in Quincy, followed by a reception in the Mineral Building at the Fair Grounds. The couple will live in Quincy, and both are employed with the Forest Service.

USE CHRISTMAS SEALS



**FIGHT TUBERCULOSIS
EMPHYSEMA
AIR POLLUTION**

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Retired Yard Clerk FRANCIS K. BYRNES passed away in Elko Hospital on November 22. Kenny had been in failing health for some time. Our heartfelt sympathy is extended to his brothers and sisters.

Many years of happy retirement is wished for Section Laborer and Mrs. CLEOFAS P. SALAZAR. After Leo retired on September 30, they moved to Delta, Colo. where he will be near family, relatives, and friends. Though gone for just a short time, we all miss him.

Former employee, COLIN C. ELDRIDGE, wife Marian, daughter Mary, and son John, stopped for an evening of reminiscing in September while passing through to take Mary to Salt Lake City for another year of college. It was good to see all of them.

Looking not a day older than when he left service with WP though years have been added, was former Fireman and Hostler DIXIE WINGFIELD. He still has the same jovial smile and twinkle in his eye.

After standing and watching the work being done in the yard office, a voice said: "You don't know me anymore, do you?" Looking up, I remarked, "Who could ever forget you, you look the same this year as you did last and probably always will, GUS SNOWBERGER! Gus retired a number of years ago and was out calling on all his friends. He has really put in the miles the past several years "Seeing America First." Gus and his wife, Mildred, were enroute back home to San Gabriel. We're always glad to see our retired friends, and Gus helps to keep up to date on the retirees and those who have not.

No. 18 had to make a stop at our fair city recently, which gave us a chance to visit with Conductor GEORGE

H. PATTERSON, Brakeman R. E. JONES, and GLEN E. FOX. With these boys on the "High Flyer" we seldom get to see them and if we do it is just a wave of the hand as they speed by.

Sincere sympathy is extended to Roadmaster and Mrs. TED A. MERRITT and family in the death of Ted's father in Hayward, Calif. on November 18. Mr. Merritt would have been 82 years old in just a few more days.

Conductor VALDEN L. KIMBALL recently changed his blue serge suit for another blue suit (overalls) when he returned to freight service from passenger. We are all glad to have you with us more often again, Val.

Switchman LOREN D. NELMS returned to work after being confined to his home with the shingles. Though not as chipper as he should be we are in hopes that the best of health will soon be his.

Sincere sympathy to Diesel-Yard Clerk FRANK H. OLDHAM of Elko, upon the death of his mother, Catherine on October 20.

Sincerest sympathy, too, to retired Conductor OLIVER J. CROWE, whose wife, Mabel, died in Oroville on October 17.

CHICAGO

Glynn Morrison

We have so many talented people in our office it was difficult to select any one person to be a regular correspondent to succeed DON LANDGRAF, now district sales manager. Our first writer, for this month's news, is KATHY MARLAS, secretary to General Sales Manager KEN RANK.

We rolled out our welcome mat recently for two new members of our staff—GLYNN MORRISON, chief clerk, and LINDA GATES, receptionist.

Glynn arrived here from Kansas City where he had been chief clerk. Glynn and his wife, Leslie, and their two children, Chad Michael and Chris-

topher Mark, are now happily settled in Hanover Park, Ill.

Linda is a pretty 19-year-old blonde from the Chicago area, and we are certain our visitors will be warmly welcomed.

We said goodbye to TONY TUNNEY who worked as tracing clerk this summer. Tony left to return to his senior class at St. Thomas College, St. Paul, Minn. Tony will be missed, especially by our girls.

On August 10, Nancy Ellen Cook, daughter of Assistant to Sales Manager and Mrs. WILLIAM B. COOK, was married to Ralph Aldrich, and they are making their home in Woburn,



Mr. and Mrs. Ralph Aldrich

Mass. The setting for the reception was a spacious and lovely garden of a close friend, and the weatherman cooperated to the fullest with a beautiful post-Autumn day. May they have many years of happiness.

One last note. Our RODGER LAND, sales representative, and GLYNN MORRISON would like to extend their thanks and appreciation to our West Coast people who were so gracious and helpful to them during their recent educational tour of WP facilities.

OAKLAND

John V. Leland

Congratulations to Engineer GEORGE R. MOODY, SR. on his re-marriage at Westminster, Colorado, last June, after 18 years of "bachelorhood." Actually, George and Della M. Butters were married 38 years ago at the bride's home near the same city,



Mr. and Mrs. George R. Moody

and both have been married once since that first marriage. They plan to live in Oakland until George retires next year and then will move to Oregon. Among those attending the wedding were Switch Foreman and Mrs. G. W. MAYBERRY, and George R. Moody, Jr., his wife, and their son, George R. Moody III, from Fremont.

Best wishes to Marine Deckhand IVAN JOHNSON, who retired in October after 44½ years of service, which began on March 14, 1924.

Roadmaster and Mrs. DAN J. LAUGHLIN enjoyed a wonderful visit to Spain and Greece this summer. Among highlights seen were the Royal



Dan and Mrs. Laughlin visit the Acropolis

Palace of Madrid, world famous Prado Museum, Valley of the Fallen Civil War Monument which is now a Basilica, and stops at Segovia and Cordoba. Most enchanting was Seville, with its twisting by-ways, grilled windows, flowered balconies, and shaded patios, much of it seen from a horse-drawn carriage. At Granada, points of interest were Alhambra Palace and Generalife Gardens.

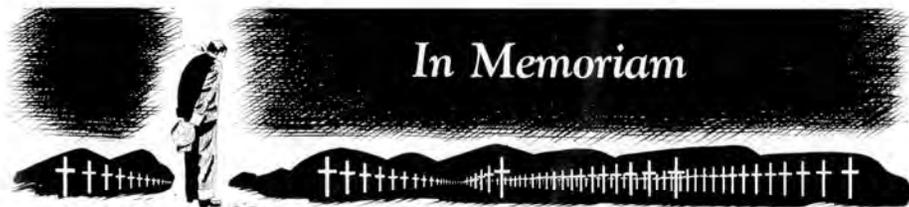
In Athens, the Acropolis was most enjoyable, where they climbed the Great Staircase. Interesting other

sights were Temple of Athena, Temple of Teus, The Parthenon and The Erechtheion. Delightful was a cruise of the Greek Islands and a bus tour through the countryside of Asia Minor to Ephessos, a magnificent city. Excavations seen have exposed key Roman streets with colonnades, temples, baths, arcaded shops and homes. After a cruise through the Dardanelles, they visited Istanbul where they saw Topkapi Museum's magnificent collection of jewels and art, and found that a visit to The Bazaar, with its many streets and boutiques, is a must.

A double-ring ceremony at the Chapel of the Bells in Reno on September 12 was the occasion of the marriage of Stationmaster ANGELO "JACK" GIULIO and PBX Operator ANASTASIA "NETTIE" DERHAK. The couple was accompanied by Nettie's sister, Mary, and her husband, JOHN BARANESKY, car foreman in Oakland coach yard. They were met in Reno by friends Mr. and Mrs. G. Robinson from Vancouver, B.C. A stroke of good fortune at the gaming tables by Mary paid for an exceptional dinner at Harrah's, with the house furnishing the wedding cake, and "a ball was had by all." Afterwards, the Giulios spent a couple of days at Tahoe and, reluctantly, after five days, Jack returned to his job and Nettie to hers. To them, our best wishes.



Jack and Nettie Giulio, right, enjoying their dinner at Harrah's with her sister Mary and her husband John.



Benjamin L. Battles, retired agent, Gerlach, Nev., October 1968.

Edward Graf, retired timekeeper, Sacramento, October 1968.

James A. Karten, retired telegrapher, Shafter, Nev., October 1968.

Edward V. Kowske, retired telegrapher, San Francisco, November 1968.

Adolph Loser, retired locomotive engineer, November 3.

Harold P. Masterton, retired boiler-maker, Sacramento, October 1968.

Andrew C. McEnerney, retired carman, Winnemucca, October 1968.

Edmund R. Millfelt, retired sales representative, November 16, 1968.

Adrian C. Smith, retired brakeman, October 1968.

Benjamin L. Welker, retired telegrapher, November 1968.

Letters Received

Thank You!

I wish to express my most sincere thanks to all who remembered me with thoughts, kindnesses, and flowers at the time of the death of my wife, Thelma.

John J. McNally
1808 Neptune Way
Sacramento, Calif.

* * *

Helped Ticket Sales

The publicity you gave to the Children's Hospital Handicap in the Oakland column, October issue, was just great. I sold 20 books of 18 tickets each at home, and 30 people helped me out for a total of 115 books sold. This is a big help for the Children's Hospital. Many, many thanks!

Ralph W. Landon
998 Torrano Avenue
Hayward, Ca. 94542



Milepost 188: Main line runs through here on an 18.14 mile straight line tangent.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
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Lee Sherwood, Editor

Member Assn. of Railroad Editors



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Season's Greetings
to railroads
everywhere!

May the New Year
provide for you
many Railroad Lines
to report during 1969!

