

WESTERN PACIFIC
Mileposts

JANUARY 1970



***TURNED
ON!***

Page 2

***STAY
SHARP!***

Page 4



Turned On!

That's what happened at noon on December 29, 1969 when the group shown on the front cover watched as Frank Brogdon, assistant manager materiel, opened the valve to start the flow of diesel fuel oil from WP's main storage tank in the Port of Stockton area. It wasn't long before the oil flowed through some five miles of pipe to WP's service tanks in Stockton yard.

This new method for receiving oil

is to eliminate the need for receiving diesel fuel oil in tank cars and provide a more economical and efficient operation for WP. The oil, however, will continue to be shipped from the service tanks by tank cars to on-line locations as far as Portola. Fuel oil for locations east of Portola are received from the Salt Lake City area.

Cost for the project, including two new storage tanks, is about \$300,000, which in time will pay for itself by reduced cost of operation.

Accompanying pictures illustrate and describe features of the new system.

Left: Jim Dunn, assistant engineer B&B department, explains how oil, when entering WP's line to storage tank, is automatically mixed with one gallon Nalco additive to each 16,000 gallons of fuel oil. Additive acts as stabilizer-dispersant and corrosion inhibitor to reduce spark hazard and sludge formation.



Three members of the group climbed to the top of WP's 1,400,000-gal. gross storage tank near the Port of Stockton to take a physical measurement of the oil level as a check against the Autocontransducer instrument which automatically measures oil supply.



Located behind old roundhouse in Stockton yard large service tank at right (soon to be painted) holds 90,000-gallons gross. Four tanks at left hold 20,000 gallons gross each.



Reed Frederiksen demonstrates function of Autocon transducer which automatically controls starting and stopping of pumps at main storage tank to keep service tank full.



Start of tour for the group began in the new store department office where Autocon instrument panel on rear wall indicates level of fuel in main storage tank and provides other information. Left-right are: Jim Dunn, R. F. Carter, B. L. Green, O. R. Frederiksen, R. D. Nordstrom, N. E. Anderson and Frank Brogdon.



Formerly used for pumping fuel oil from tank cars to service tank, unit between rails will now be used only for loading tank cars for delivery to on-line supply stations as far as Portola. Fuel supply for on-line stations east of Portola are received from Salt Lake.

Left: Bob Nordstrom explains to members of the group how pumps in Stockton yard are used to fuel locomotives or fill tank cars.

FRONT COVER PICTURES

Above: Frank Brogdon, assistant manager materiel, turned on the oil flow for WP's new diesel fuel oil supply system to "turn on" (L-R.) B. L. Green, store department; Don Davis, diesel terminal foreman; O. R. Frederiksen, communications supervisor; R. D. Nordstrom, engineer bridges and structures; R. F. Carter, electrical engineer; N. E. Anderson, superintendent-locomotive department.

* * *

Below: Carman Raul Ramos illustrates proper method to use to avoid hand and foot injuries when moving heavy compartmentizer gates.



Frank Moreno points to danger area which can cause foot injury. When gates are pushed forward or pulled back they can swing from the top, raising the bottom edge from the floor. If a workman isn't careful, the gate can swing over the safety shoe cap and crush toes beneath area behind the cap.

STAY SHARP!

It's a habit with Raul!

Carman Raul Ramos gets a lot of work done every day in the car department at Stockton yard. He's learned from experience that doing a good job is much easier with healthy hands and feet.

One of Raul's jobs is working in freight cars equipped with compartmentizer gates. These big, heavy gates are great for protecting freight from damage and they save dollars for our railroad and our customers.

But Raul knows that when he has to move a gate from one location in the car to another he could injure a hand or a foot if he doesn't do the job right. To illustrate for others how the job can best be done, Raul teamed up with Car Foreman Frank Moreno for these pictures. In view of their combined 47 years of service without a reportable injury, they're pretty well qualified. Raul and Frank agree it pays to **STAY SHARP!**



Raul wears heavy gloves for added protection and gets a firm grip when moving gates equipped with a chain and pulley action. He keeps his mind on what he's doing to avoid a hand injury should the chain or lever suddenly give way during movement of the heavy gate.

Operations

President M. M. Christy announced the election of Donald H. MacLeod as vice president and general manager, effective January 6.

MacLeod, a civil engineering graduate of the University of Tennessee, and Harvard University's Advanced Management Program (1961), started his railroading on the Southern Railroad as a track laborer, and moved through numerous promotions in his 19 years on the Southern. During those last 10 years he advanced from superintendent to vice president-operations, assistant to executive vice president, general manager-transportation, and general manager. He was senior assistant vice president-operations when he resigned from the Southern in December 1968 to serve as a transportation consultant to the Federal Railroad Administration.

MacLeod was born in Charlottesville, Va., on May 7, 1923. He served in the U.S. Army Air Corps as a first lieutenant from 1942 to 1946.

Don and Edna MacLeod have two children, Don, Jr., 17, and Elizabeth, 21.

Law

The board of directors on January 6 elected E. L. Van Dellen to the newly created position of vice president-law, President M. M. Christy announced that day.

Van Dellen, who graduated from Stanford University in 1935, from the Stanford Law School in 1938, and from the Harvard University's Advanced Management Program in 1957, joined Western Pacific as an attorney



PEOPLE ON THE MOVE

in 1948. He was promoted to commerce attorney in 1949, to general attorney in 1954, to general counsel in 1958, and to vice president and general counsel in 1963.

He and his wife, Molly, reside in San Francisco and in Pebble Beach. In San Francisco he is a member of the Stock Exchange Club, Press Club, Transportation Club, and Commonwealth Club and, while in Pebble Beach, he is a member of The

Beach and Tennis Club. Professionally he is a member of the California State Bar, the San Francisco Bar Association and the American Bar Association, and has been admitted to practice law before the various State and Federal Courts in California, before the United States Supreme Court, and before the Interstate Commerce Commission.

* * *

E. L. Van Dellen, vice president-law, announced the promotion of Walter G. Treanor to position as general counsel.

Treanor joined Western Pacific on October 16, 1958, and specialized in the railroad's commerce activities. He became the railroad's general at-

(Continued)

torney in 1960. He earned his A.B. degree at Principia College and his LL.B. from Washington University in St. Louis. He was admitted to practice before the Supreme Court in October 1964, and succeeded in obtaining a landmark decision in 1965. This decision involved a new rule of law on the right of carriers to obtain non-discriminatory treatment from connecting railroads.



Treanor was named "Man of the Year for 1965" by his home community, Orinda, Calif., after serving as president of the Orinda Association, chairman of Orinda Bay Area Rapid Transit, vice president of Miramonte Parents' Club, and as a member of the Acalanes Union High School Board. He is presently president of the Contra Costa Civil Service Commission as well as a trustee of the Acalanes High School District.

Walter and Betty Treanor have two children, Steven, 21, and Susan, 18, both attending Fresno State College.

Sacramento Northern

Tidewater Southern

The respective boards of directors of the Sacramento Northern Railway and the Tidewater Southern Railway Company have elected Leland D. Michelson president and general manager of these two companies, effective December 1, 1969. His headquarters will be at Sacramento.

His election follows a near 41-year

career with Western Pacific which began in Elko in March, 1928. Lee's well-rounded education in railroad operations, which began as a clerk calling crews at Elko while attending high school, make him well qualified for his new position.

Lee advanced through many positions during his first 16 years with WP to the desk of chief clerk at Elko in September, 1949. After the next two years as auditor of payrolls at San Francisco, he returned to the operating department as trainmaster at Salt Lake City on May 1, 1951. More valuable experience was acquired during Lee's next seven years, working at several locations



as a trainmaster, terminal trainmaster, assistant superintendent and superintendent at Sacramento. On May 1, 1963, Lee was appointed general superintendent which preceded his appointment as assistant general manager at San Francisco on March 1, 1965. Four months later he was made general manager.

In September, 1963, Lee attended the Advanced Management Program at Harvard University's graduate school of business administration.

Michelson was born in San Francisco on July 5, 1914. His father, A. P. Michelson, was a chief dispatcher for WP at the time of his death in February 1942.

Lee married the former Vera McKnight at Elko on September 15, 1934. A daughter, Mrs. Ronald Nicholls has presented them with two grandchildren, Craig Leland, 8 years, and Brian Leslie, 4 years.

Mechanical

The following assignments were made in the mechanical department, effective November 24. All will be headquartered in Sacramento except R. C. Furtney at Elko.

* * *

Raymond E. Schriefer became superintendent-locomotive department.

Ray was born in St. Louis on September 30, 1918. He studied machine drafting at Hadley Tech., and machine shop at Rankin Tech., both in St. Louis, and mechanical engineering with International Correspondence School. He also attended Oklahoma A&M and Stanford University. He first worked as a machinist for Hunter Hartman Corp., St. Louis, in 1938, and became a draftsman in 1941. In 1942 he entered the Army as an armament machinist and entered the Air Force in 1943 as a navigator, serving in Europe and South America. He returned to Hartman Corp. as purchasing agent in 1945, and joined WP as a draftsman in 1946. He became shop engineer in 1949 and superintendent of shops in 1965.

Ray and his wife, Elizabeth, were married in 1945. They have two children, Craig, 22, and Christine, 19. Ray enjoys bicycling.

* * *

Norman E. Anderson became assistant superintendent-locomotive department.

He was born in Livermore on December 12, 1941, and after graduating from Oroville Union High School, attended General Motors Institute at Flint, Mich. and received a bachelor's degree in mechanical engineering in 1964. He then attended Purdue University and received a master of science degree in engineering in 1966. He first worked as a technical engineer for Electro-Motive Division at



R. E. Schriefer



N. E. Anderson

La Grange, Ill. on March 1, 1966, and came to WP on April 1, 1968 as assistant to chief mechanical officer.



W. B. Wolverton

Norman and his wife, Dianne, of Chicago, were married on March 16, 1966.

* * *

William B. Wolverton became superintendent - car department.

Born in Chicago on May 11, 1916, Bill completed high school at Hinsdale, Ill. and attended Purdue University where he received his BS degree in mechanical engineering. He first worked for the Northern Pacific at Livingston, Mont. in June 1939 as a special apprentice. He entered the Army in August 1941 as a 2nd lieutenant, and last served in Panama in 1945 as a captain. He hired out with the Burlington Lines in January 1946 as a fireman on steam-powered suburban passenger service, and came to WP in April 1946 as a shop engineer at Sacramento. He has been mechanical engineer since April 1949.

Bill and his wife, Cecile, of Decoto, Calif. were married on March 17, 1946. Their children are William H., 21, Betsy, 20, John B., 17, and Barbara A., 13 years.

(Continued)

Richard E. Shideler, now assistant superintendent-car department, was born in Modesto on October 30, 1940.

He received his schooling at Manteca High School, Modesto Junior College, and California Polytechnic at San Luis Obispo where he received his B.S. degree in engineering. He first worked in 1961 as a draftsman for Best Fertilizers in Lathrop, and in 1964 was a fireman for the SP at Tracy. He joined Western Pacific as shop engineer on April 11, 1966.

In 1956 he won a \$400 Youth Award from the National Turkey Growers, and in 1957 won a \$500 National 4-H Poultry Award.

Richard and his wife, Donna, of Lodi, were married in 1962, and have two children, Ronald, 6, and Timothy, 2.

* * *

Raymond L. Ackeret now holds the title of superintendent of shops.

Ray was born in Jackson County, Ind. on February 28, 1911. After a high school education in Elk Grove, Calif., Ray completed a course in car building from the Railway Training Institute, Omaha, Nebr. He next became a car apprentice for Western Pacific on March 27, 1929. Ray was first promoted to position of carman at Oroville on June 10, 1936. He went to Oakland three months later and was made assistant car foreman on August 26, 1945. Beginning October 1, 1950 he became car foreman at Oakland, then at Stockton in 1954, and returned to Oakland on September 1, 1957 as district car foreman. He was made general car supervisor at Sacramento on October 1, 1959.

Ray and his wife, Lenore, of Oakland, were married in 1945. They have two children, David, 23 years, and Jane Carol, 19.

* * *



R. E. Shideler



R. L. Ackeret

George J. Benedict became general car supervisor.

George was born in Sacramento on New Year's Day, 1913 and after completing high school in Sacramento he went to work for WP as an apprentice on February 23, 1929. He became a carman at Elko on April 1, 1936 and transferred to Stockton as a carman on January 11, 1937. He served in the Army from August 1943 to December 1945, and on March 8, 1947 was made car foreman at Stockton.

He married the former May C. Perry of Sacramento on May 30, 1936, and their daughter, Mrs. Shirley Ann Sickert, has four children.

* * *

Richard C. Furtney was made assistant general car supervisor at Elko.

He was born at Minden, Iowa on December 2, 1920. He graduated from Creswell High School, Creswell, Oregon, and majored in physics at Coe College in Cedar Rapids, Iowa. Dick first worked as a quarterman at Richmond Shipbuilding Corp. #3 from 1939 to 1943 and entered the Air Force in 1943 to serve as a 2nd lieutenant and navigator on B-29's until 1945. He returned to civilian life in 1946 to work as a foreman for Grey Construction Co. in Alameda, and began his career with WP as a foreman at San Francisco in 1948.



G. J. Benedict



R. C. Furtney

He married the former Patricia Forrest of Oakland on December 9, 1967. He has two daughters, Lynn Marie, 23 and Kristine, 19, and a step-daughter, Christie Burns, 14 years, by previous marriages.

* * *

Joseph R. LaMalfa became assistant mechanical engineer.

Born in Omaha, Neb. on July 21, 1907, Joe graduated from a local high school and then completed an extension course in metallurgy from Purdue University in 1927, followed by an engineering course completed from International Correspondence School in 1932. He first worked as an apprentice draftsman for American Smelting & Refining Co., Omaha, in June 1926, then became a draftsman for Union Pacific Railroad, Omaha in September 1928. In July 1931 he became a patent draftsman for Attorney H. A. Sturges in Omaha, and in May 1935 became structural draftsman for Harza Engineering Co. in Chicago. Joe returned to the UP in September 1939 as a lead draftsman, and in November 1946 came to WP as lead draftsman at Sacramento. He was made chief draftsman in January 1963.

Joe and his wife, Florence, were married in 1937 and their family includes a married daughter and three grandchildren.

* * *



J. R. La Malfa



R. W. Cunha

Robert W. Cunha became chief draftsman.

He was born in Sacramento on September 24, 1916 and after graduation from high school attended Heald's Business College in Sacramento. He first worked as a clerk for Southern Pacific Company at Sacramento in 1936, and came to Western Pacific as a draftsman on October 16, 1942. He has been lead draftsman since January 1, 1963.

Bob was president of the Western Pacific Amusement Club in 1950, and is a member of the Locomotive Maintenance Officer's Association, Pacific Railway Club, Romulus Club, and the B.P.O.E., Sacramento. He enjoys dancing and fishing.

He married the former Nathalie M. Theodore of Sacramento on October 6, 1940, and they have four children, Robert, 27, James, 19, Thomas, 16, and Ellen, 14 years.

Give to the
MARCH OF DIMES

Prevent
Birth Defects

They Have Retired

Hobart R. Baker, switchman, Stockton, 26 years 3 months.

Mortimer C. Beck, conductor, Stockton, 27 years 7 months.

Roslyn B. Caparell, car record clerk, San Francisco, 25 years 3 months.

John J. Cowan, conductor, Stockton, 14 years 2 months.

Fremont M. Gollither, locomotive engineer, Winnemucca, 25 years 1 month.

Rafael J. Landrove, store helper, Sacramento, 21 years 2 months.

Robert V. Lea, clerk, Western stations, 32 years 2 months.

Thomas A. Kyle

Many employees and friends attended a retirement cake and coffee party on December 30 for Thomas A. Kyle, assistant director of passenger sales. Few in attendance had not benefited from Tommy's many contributions of generosity and assistance.

A native of San Francisco, Tommy was educated in Chicago and first worked for the Burlington Lines' passenger department in August 1922. He was the passenger representative when he left that railroad in 1944 to become ticket clerk for WP. He later became city passenger agent, chief of passenger reservations, and held his last title since January 1968.

He is a past president of the Chicago Passenger Club, a member of the Northern California Passenger Association, and has many trophies for his skill in bowling and golf.

Tommy and his wife, Dorothy, were married on February 11, 1931, and live at 444-28th Street, Oakland.

Tommy asked MILEPOSTS to thank everyone who took part in his party

William Lewis, locomotive engineer, Elko, 2 years.

Sambran V. Maestas, laborer, Salt Lake City, 19 years 6 months.

Michael C. McCulloch, clerk, Oakland, 42 years.

Alanson W. Moore, telegrapher, Division, 16 years 3 months.

Pete J. Pedercini, extra gang foreman, Stockton, 32 years 7 months.

George M. Saxton, locomotive engineer, San Jose, 41 years 4 months.

Lorin V. Thompson, Sr., machinist inspector, Oroville, 27 years 1 month.

Edward S. Walshley, machinist, Sacramento, 32 years 7 months.

Jack Woods, brakeman, Oroville, 27 years 3 months.

Frank S. Wortell, switchman, Portola, 32 years 4 months.



Tommy holds a gift box of currency presented in behalf of his many friends by Walter C. Brunberg, vice president-marketing. Tommy also received from his old Burlington friends a box of cigars (his trademark) and a Panasonic portable radio for his wife, Dorothy.

and contributed to his gift. "I'll always remember how wonderful it was working with my friends at WP," he wrote. "Especially our little group in passenger sales and other associates. It was a rewarding experience."

Letters

Received

A Spry 75

I enjoy reading MILEPOSTS very much. I passed Milepost 75 on October 19, 1969 and don't feel any different than when I passed 21 and eat like a mountain cat. I hope all your old timers feel as well as I do. I hope everyone at WP had a fine Christmas and will enjoy the New Year.

Floyd Wiley
Former WP fireman
60 Lurline Avenue
Victoria, B.C.

* * *

William Frank Metzger

My brother, William Frank Metzger, died on November 28, 1969. He was born at Janesville, Wisc. on January 8, 1889 and was employed as a fireman on the Stockton Division of Western Pacific on July 6, 1906. He was promoted to engineer in 1910 and in 1914 he joined Division 773 of the BLE, of which division he was a continuous member for 55 years at the time of his passing at age 80 after a short illness at the Salem Lutheran Retirement Home in Oakland.

"Billie" had 47 years of service with WP when he retired on December 30, 1953 as the oldest employee in years of service at that time, and he then lived with his sister, Mrs. Ella A. Gerdes and her husband, Henry. During his last years of service he was engineer on the California Zephyr. In 1954 he joined the Old Rails Club in Oakland and remained a member until his death. He was a humble man with many friends and was well respected by all who knew him, as well as a God

fearing man who admired prayers. One of his favorites follows:

The Railroader's Prayer

"Now that I have flagged Thee, lift up my feet from the rough road of life and plant them safely on the train of salvation. Let me use the safety lamp of prudence, making all couplings with the links of love and let my lantern be the Bible, and keep all switches closed that lead off the main line into sidings with blind ends. Have every semaphore block along the line show the white light of hope, that I may make the run of life without stopping. Help me to use the Ten Commandments as a working card, and when I have finished the run on scheduled time and pulled into the terminal may Thou, Superintendent of the Universe, say: 'Well done, good and faithful servant; come into the general office and sign the payroll and receive your check for eternal happiness.'"

Mrs. Ella A. Gerdes
2618 - 55th Avenue
Oakland, Ca. 94605

* * *

Greetings from Denmark

I wish you and your family a Merry Christmas and a Happy New Year! Things are going fine here. I got my masters degree this summer and as I have an excellent position as assistant professor at the business school in Copenhagen this should give me a chance to get a degree similar to a Ph.D. Our daughter is now 13 months old.

Niels Bjorn Andersen
Christiansvej 11, St.
Glostrup 2600
Denmark

(Editor's note: Many employees will remember Niels, a WP trainee during 1966, as an AIESEC exchange student from Denmark.)



Cabooosing

ELKO

Henry Wallock

FRANK VASQUEZ retired as a carman at Elko on October 31 with some 40 years of service. Frank was born in Macheltan Zarcaticuo, Mexico, on October 16, 1904. He came to the United States in 1923 and started to work for WP in 1929 as a laborer. He worked as a machinist helper and machinist during World War II, and transferred to the car department on March 2, 1952 where he began and ended his career as a carman. Among

those present at the cake and coffee party for Frank, who received a lounge chair from Elko employees, were retired Car Inspector JIM FORD and retired Hostler Helper ROMEO GRANADOS who, with Frank acquired about 160 years of WP service. We all wish Frank many happy future years!

OROVILLE

Helen R. Small

Marine Corporal JON R. CARPENTER, son of Conductor and Mrs. A. L. CARPENTER, returned from service in Vietnam and after receiving his discharge from the Marine Corps became a clerk for Western Pacific at Oroville. Welcome aboard, Jon!

After a number of months absence we welcome back Clerk W. S. KUSZYK, who suffered an injured knee, and Switchman N. A. WHITTIER who had an injured nerve in his left hand.

Carman R. S. PATTISON reports that his wife is now at home recuperating after hospitalization in the Medical Center Hospital because of a broken hip.

We received word that retired Switchman JOHN A. MACFARLANE died in Santa Clara, Calif. on December 6 at the age of 72. He is survived by his wife, Hazel; a son, John R. Macfarlane, and a daughter, Mrs. Susan Woodmansee, of Denver. The remains

were taken to Laramie, Wyo. for burial.

Best wishes for many good years of retirement to Brakeman JACK WOODS who retired on October 1 after 25 years with Western Pacific.

We're happy to report that Special Agent-Claim Agent E. L. MCCANN, is well again and back at work after his sickness before Christmas.

The new Georgia Pacific plant is reaching completion and is expected to be in production within the first months of the year. This is another fine asset to Oroville industries.

SACRAMENTO SHOPS

Clara R. Nichols



Retired blacksmith C. C. BENNETT hooked onto a 180-lb. female sturgeon in the Sacramento River near Clarksburg Landing on November 20. It took Cliff, who used a 40-pound test line, a 5.0 hook, and sardines for bait, about 90 minutes and the help of two other men to land the giant catch which was 6 ft. 6 in. in length. The accompanying *Sacramento Bee*

photo illustrates the sturgeon's size.

Word from MARCELLA SCHULTZE, former Shops employee and MILEPOSTS correspondent, tells of an eventful year for her and her husband, HERMAN. "Jeff and Lynn presented us with our first grandchild, Steven Jeffrey, and, Oh! what fun it was buying toys again this Christmas. Dave married, and so we have another won-

derful daughter-in-law, Carol, who live in San Francisco. Peter's a sophomore in high school, and our oldest, Don, is still overseas in the Navy. We attended President Nixon's inauguration and that was a great highlight in our lives, and the shows in New York were great, too. Say 'hello' to all!"

SAN FRANCISCO

Marge Brown, Ruth Stone

A second daughter arrived at the home of Rate Analyst JIM THAM and his wife, Mandy, on December 4. Deborah arrived at 1:28 A.M. and the scales read 7 lbs. 3 oz. Sister, Laura, is now 2½ years old.

A first grandchild was born on October 14 in Providence, R.I. to the delight of GEORGE BOWERS, internal auditing department, and his wife, MARIE, accounting department. Patricia Ann, a 4 lb. 4 oz. little doll, is the daughter of Kurt and Judy Bowers.

JOHN B. GORE, representative, international sales-intermodal services, was installed on December 9 as Worshipful Master of A. F. & M.'s Parnassus-Presidio Lodge No. 388 for the ensuing Masonic year. All known Master Masons at Western Pacific and among the export and import trade in the Bay Area were invited to attend the dinner and installation by WINTON V. HANSON, administrative assistant, intermodal department.

Two old friends died within three days of each other, ARTHUR PETERSEN, retired chief clerk-revenue accounting, on November 8, 1969, and ANNE H. CROWDER, retired secretary-medical department, on November 11. "Pete" retired on December 31, 1952 with a service of nearly 35 years. "Pete" will be remembered by some as a chief cook and bottle washer on many group fishing trips in the Feather River Canyon for which he



Among those surrounding Frank in his new chair are, from left: Carman Joe Paoletti, Machinist Leo Redant, retired Hostler Helper Romeo Granados (hand on chest), retired Car Inspector Jim Ford (glasses), and Car Foreman Joe Stout (hand on chair).

got his pay by usually holding the high hand around the poker table. Anne had nearly 32 years of service when she retired on November 30, 1956. She served as secretary-treasurer of the Association of Railroad Medical Service Executives from 1949 until 1954. She first worked for WP the day after Christmas 1923 as secretary to General Attorney James Moore following the government's relinquished control after WWI.

The Western Pacific tennis team has been practicing in preparation for its February 1970 matches with SP employees. Anyone interested in joining, or in entering the WP Spring tournament next April should contact TOM HORSLEY, ext. 518, or AMIRA MORANOFF, ext. 595. Challenge matches may be made anytime among

team members or interested employees.

MILEPOSTS regrets to report the death on January 5 of former correspondent, ELIZABETH C. FAGAN, stenoclerk-engineering. "Molly" had suffered a series of illnesses and had not worked since May 14, 1969. Her WP service began in the engineering department on June 20, 1945. She is survived by several nephews and nieces. Funeral services were held in San Francisco, followed by burial in Seattle.

Secretary JEANNE QUILL, marketing, after a visit to Tahiti on her last vacation, left January 10 for a two-week trip to Guadalupe Island in the West Indies. An excellent swimmer, Jeanne expects to take her first try at skin diving.



This is Irma

Due to her illness it was not possible to obtain a picture of Chief PBX operator Irma Hanson, San Francisco, to be included with pictures of the other operators featured in the December issue of MILEPOSTS. We're happy to report that Irma has now returned to work.

Because of a mixup in identification



This is Barbara

after processing two rolls of film taken on different days, two pictures of PBX Operator Rosemary Fields, Sacramento, appeared on Page 5 of the December issue, one identified in error as Barbara Moffitt, PBX operator, Stockton. With MILEPOSTS' apology, the real Barbara Moffitt is shown above.



In Memoriam

Macario Arellano, retired roadway laborer, Ogden, Utah, October 1969.

Marion D. Arnett, retired patrolman, Niles, October 1969.

Clair H. Bean, retired Tidewater Southern dispatcher, Sacramento, October 1969.

Jesse T. Brown, retired mechanical laborer, Portola, October 1969.

Harvey Chase, retired switchman, Oakland, October 1969.

Anne Crowder, retired secretary medical department, San Francisco, November 11.

Joseph S. Downer, retired switchman, San Francisco, September 1969.

Finis J. Ellis, retired Sacramento Northern clerk, Sacramento, April 28.

Elizabeth C. Fagan, stenoclerk, engineering, and former MILEPOSTS' correspondent, San Francisco January 5.

Charles E. Fisher, retired carman, Stockton, October 8.

Fred D. Hopkins, retired switchman, San Jose, date unknown.

Hyrum A. Hutchinson, retired section foreman, Winnemucca, December 28, 1969.

Charlie H. Jewell, hostler helper, Oakland, November 14.

Harry Q. Myers, retired carman, Oakland, and past president BRC Local 735, December 16, 1969.

Paul A. Parks, retired carman, Portola, November 1969.

Josiah A. Patterson, retired carman, Sacramento, September 1969.

Arthur Petersen, retired chief clerk, San Francisco, November 8, 1969.

George G. Poulos, retired crossing watchman, Oakland, September 1969.

William E. Russell, retired motor car maintainer, Stockton, November 1969.

Sacramento L. Sabala, retired section foreman, Los Gatos, December 23, 1969.

Fritz G. Simms, retired machinist, Sacramento, October 29.

Joseph E. Smith, retired boiler-maker, Sacramento, October 1969.

Myron E. Tetlow, retired car checker, San Francisco, September 1969.

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Milepost 201: About one-half mile inside Oroville switching limits.

WESTERN PACIFIC MILEPOSTS
526 Mission Street
San Francisco, CA 94105
Lee Sherwood, Editor

Member Assn. of Railroad Editors



WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Return Requested



720 05 2424
HARLAN O. POWERS
BOX 718
PORTOLA, CALIF. 96122



Santa Fe running three unit trains every-other-day over its new 30-mile spur from Rustler Springs, Tex., each hauling up to 858,000 gallons of molten sulphur in 66 heavily-insulated 13,000 gallon tank cars from Duval Corp. plant 930 miles to Galveston.

* * *

Civil Aeronautics Board more closely considering Southern Pacific's 1967 request for authority to act as air freight forwarder through SP's truck lines; Santa Fe and Mopac also have applied to move freight to and from airplanes.

* * *

Fruit Growers Express to build early in 1970 1,000 new 50-ft., 70-ton capacity bunkerless refrigerator cars with cushion underframes, foamed-in-place polyurethane insulation and load protection devices; cost about \$20 million.

* * *

For its Rent-a-Train volume shipping concept Illinois Central for second year in a row awarded Railway Progress Institute's "Golden Freight Car"; Rock Island and Southern railways each awarded "Silver Freight Car."