

WESTERN PACIFIC
Mileposts

MARCH 1970

**WHO
NEEDS
THE
RAILROADS?**

—Page 2



**THE END
FOR THE
MOST TALKED
ABOUT TRAIN
IN AMERICA**

—Page 4



Joe Grotegut, AAR director of information, at left, walks past filming crew holding one of many detailed planning sessions.

AMERICA'S RAILROADS

Who needs them? You do. We all do.

The Association of American Railroads is telling why in its 1970 ad campaign. You may have already seen or heard it during your favorite TV or radio show, or in your favorite magazine. The ads emphasize the nation's reliance on the railroads' low-cost transportation and contribution to everybody's daily life. Listeners and readers are also reminded that the railroads' ability to keep doing the

big job will depend upon relief from problems such as unfair taxation and out-of-date regulations. The railroads want to do business like any other business so they can keep delivering the goods.

To film the ads McCann-Erickson ad agency and Wylde Films Corp. of N.Y. selected Sacramento Northern's Montezuma Branch line for its rolling hills terrain and limited day-time train operations. Wally Schirra, only

Models line up in their positions as camera on an SN push car makes one of its many test runs. This action took place many times to insure split-second timing for the commercials.



astronaut to fly the Mercury, Gemini, and Apollo manned phases of the space program, tells the story about how all businesses you do business with depend upon the railroads to help keep their costs down. Like the grocer's special on cantaloupes, the contractor's house you can buy *without* going to the poorhouse, the merchant's glassware priced so it doesn't break *you*. "What would happen if," says Schirra, "there were no more railroads?" You might not even read about it because a lot of newspapers could be no more. Paper would be so scarce we'd all read less, write less, have fewer school books, and no ticker tape parades!

Closeup showing how producers ingeniously mounted camera and boom on push car borrowed from Bay Area Electric Railway Association's museum located nearby at Rio Vista Jct. This was actual filming of Schirra as Producer Mellon and "gal" timer closely timed the action.



Above left: With stopwatch in hand, attractive assistant checks audio timing of Schirra's comments being read by Producer Bruce Mellon who borrowed hat from young spectator.

Above: Wally Schirra walks track following push car as Bob Bean lies in crouched position to film action. Crew member at right holds cue card with Wally's commentary.

(More pictures on Page 4)



Cameraman Bean lies on back on push car to get closeup of Wally tearing newspaper. Cue card reads "if there were no more railroads a lot of newspapers could be no more."



Above: Free-lance still photographer Joel Elkins checks his Hasselblad to film models representing consumers who buy products delivered by the railroads. The picture will appear in AAR's magazine ads.



Left: Between filmings Wally Schirra borrows boy spectator's motor bike for a short ride. Van behind the two was used to carry the thousand-and-one props, cameras, and other essential items needed during the production.

FLASH!

As MILEPOSTS was going to press a Federal Court three-judge panel convened in Chicago on Friday, March 20 and denied an application for a temporary restraining order and interlocutory injunction seeking to prevent Western Pacific from discontinuing its California Zephyr.

As a result, the Zephyr made its last

run on March 21, 1970.

MILEPOSTS' April issue will carry a photo story covering some of the highlights of the Zephyr's 21-year era.

FRONT COVER PICTURES

Robert B. Bean, Wyld Films Corp. director and cameraman, takes time out between takes during filming action.

Rear dome-observation car follows California Zephyr out of Oakland on first overland run.

PEOPLE ON THE MOVE

G. R. Green was promoted to position of director, economics and cost analysis, as announced on February 17 by F. A. Tegeler, vice president-finance.

A native of Hornell, N.Y., Dick earned his AB degree in economics at Allegheny College. While serving as ensign throughout WWII in the South Pacific, his ship was torpedoed off Formosa on Friday the 13th, October 1944.

Upon return to civilian life he entered the mechanical department of the Erie Railroad and latter entered the research department and became assistant to chief of research.

Friday the 13th has a way of entering Dick's life, as on that date in 1950 he was recalled to active duty in the Korean War and served as underway officer on the deck of aircraft carrier *Boxer*, principally in the Sea of Japan.

Dick joined WP in October 1959, and since February 1963 has been manager of costs and statistics, specializing in studies for marketing-pricing and other departments, and regulatory work of various kinds.

Green was recently elected to a three-year term on the Association of American Railroad's cost analysis organization executive committee, is past vice-chairman of the Economic Research Council of San Francisco, and a member of a number of other



professional organizations. He has been on the faculty of Golden Gate College as lecturer in transportation economics, and has appeared as a seminar lecturer before the American Management Association on evaluation of capital budget expenditures and rate-of-return concepts. He is the author of two technical papers—"Variable track Maintenance costs" and "A Formula to Optimize Unit Train Costs." Both studies have been described as unique and significant contributions to railroad cost research.

Dick and his wife, Margaret, have three children, Jon 21, a San Jose State senior, Charles 14, and Margaret Anne 7. Their home is in Belmont.

* * *

Frank E. Bedient was promoted to position as district sales manager, Reno, Nev., effective March 1. Frank is no stranger in the Reno area as he had been traveling freight and passenger agent there from July 1, 1934 until January 1, 1958, when he was transferred to Salt Lake City as sales representative.



Frank was born in San Francisco on February 9, 1908. He attended Sacramento High School and one year at Sacramento Junior College, and later studied law at Heald's Business School's evening school while in the employ of Bishop & Bahler, traffic consultants.

Frank joined WP as chief clerk at Klamath Falls, Ore. on October 26, 1931 just prior to opening of the railroad's Inside Gateway Route between

(Continued on next page)

They Have Retired

Virgil G. Attebery, fireman, Division, 17 years 2 months.

Robert H. Bumgarner, hotel cook, Wendover, 34 years 6 months.

Madeline A. Branding, clerk, San Francisco, 43 years 4 months.

James B. Carlisle, communications lineman, Division, 18 years 5 months.

Demetro F. Carranza, track laborer, Stockton, 22 years 7 months.

Hubert G. Clemence, Alameda Belt Line engineer, Alameda, 21 years 6 months.

Galen A. Cloud, brakeman, Division, 24 years 3 months.

Peter DelMoro, statistical clerk-mechanical department, Sacramento, 35 years 6 months.

Clyde E. Fisher, conductor, Oroville, 34 years 4 months.

James C. Grogan, B&B carpenter, San Jose, 32 years 7 months.

Ted Harris, Sacramento Northern carman helper, West Sacramento, 24 years 8 months.

Hugh B. Kell, carman welder, Palermo, 24 years 8 months.

John E. Oakley, clerk, San Francisco, 23 years 1 month.

Willard J. Phelps, carman, Oakland, 22 years, 7 months.

George D. Rohleder, Sacramento Northern laborer, Meridian, 23 years 10 months.

Robert L. Small, locomotive engineer, Oroville, 34 years, 4 months.

Audrey F. Stafford, blacksmith helper, 28 years 7 months.

Donald W. Welsh, machinist helper, Winnemucca, 43 years 2 months.

Nick Schoeplein and Frank Rowe retire with 92 years combined service

Frank Bedient . . .

Keddie and Bieber. In November 1942 he was inducted into the Army, graduated from OCS at New Orleans in November 1943, and served for 20 months as transportation officer in the European Theatre of operations. He was awarded battle participation credit for Northern France, Ardennes, Rhineland and Central Europe, and was separated from active duty on December 1, 1945 as 1st lieutenant.

Frank married the former Ginger McCarthy of Atlanta, Ga. on November 22, 1942. They have two sons, Vaughn McCarthy of Reno, and Leland F. Bedient, North Highlands, Calif.

It was only twelve and one-half years after Western Pacific's first passenger train arrived in Oakland on August 22, 1910 that a young high school graduate entered the railroad's accounting department on June 7, 1923 at the age of 17.

The youngster was Nicholas A. Schoeplein, who came west with his parents from Cincinnati, Ohio where he was born on February 16, 1906. In the month following his graduation from San Mateo Union High School in December 1922 Nick entered Southern Pacific's accounting department where he remained for five months. With this "business experience" behind him, he easily qualified for an accounting clerical position with Western Pacific, then, too, a youngster in



Nick shows admiration as Helen speaks of her pride in his accomplishments.



Can George Welch be afraid of the radio which Marge Browne nicely presents to Nick?



Nick told sisters Diane and Bev Korn "I should retire more often!"



It takes a Scotsman like Jimmy Ferrol to sing Langsyne loud and clear.

* * *

Right: Larry Gerring's sign on back wall expresses wishes accompanying gift watch.



the railroad industry. Little did Nick then suspect that he would end a career of more than 47 years and retire as manager of WP's revenue accounting department.

During his career with WP Nick worked his way through many positions to become assistant auditor of freight and passenger accounts on March 1, 1948, assistant auditor of revenues on October 1, 1950, auditor of revenues on January 1, 1953, and since January 1, 1966 as manager of revenue accounting.

Nick is a member of B.P.O.E. Lodge #1112, and the Independent Order of Foresters, both of San Mateo. He was

active in Boy Scout work from 1945 to 1952 and has also given much time to Junior Achievement activities. As a fisherman he knew many "favorite holes" in the Feather River Canyon, and hopes to continue his luck, along with gardening and swimming.

Nick married the former Helen Gaenger of San Francisco on May 1, 1932. They have two children, Robert Schoeplein 35, the father of two boys, and Mrs. Joan Brothers 30, the mother of twin boys and one girl.

Nick and Helen live at 3 El Sereno Drive in San Carlos.

About 150 people attended a retire-

(Continued on next page)



On hand at luncheon to honor Frank Rowe, second from left, were VP-Marketing Walter Brunberg, Frank Bedient who succeeds Frank,

and Charles Faye, assistant VP freight sales. "Frank did a good job promoting industry in the Reno territory for WP," said Walter.

Nick Schoeplein . . .

ment dinner for Nick on February 25 where he was presented with a watch, a high-power portable radio for use on his fishing trips, and a wallet with funds to purchase some new fishing gear. It was a fun party, well arranged by George Welch, Margarita Browne and Jim "Scotty" Ferrol.

Frank M. Rowe

Almost two years to the day after Nick Schoeplein joined Western Pacific, another high school graduate entered the railroad's auditing department as a clerk on June 8, 1925.

Frank M. Rowe, beginning his business career at age 20, was born in San Francisco on February 19, 1905 and completed his education at Oakland Technical High School in 1924. During his progress in the accounting department there was a three-year detour for Army service during World War II. As a captain in the Transportation Corps, Frank served as chief of traffic controlling the military

freight in and out of the port of Los Angeles during 1942 - 1945. He returned to Western Pacific as sales representative at Oakland on November 16, 1945, and on January 4, 1950 went to Klamath Falls, Ore. as general agent. Frank has been district sales manager at Reno since December 1, 1950.

After cleaning out his desk in the old depot on East Fourth Street, once the terminus of the old narrow-gauge Nevada, California & Oregon Railroad, and finishing some home painting, he promised his wife, Jean, Frank will spend his leisure time pursuing his sports hobby. He's an expert timer and for the past 15 years he's been at the finish line clocking the Wolf Pack runners in Mackay Stadium at the University of Nevada, and has been head timer for the past four years. He has also been in demand timing track and swim events for local high schools. Frank officiated YMCA and AAU swim meets, including state championships from 1960 to 1964 and also served as vice

(Continued on next page)

Letters Received

Thank You!

I wish to thank all who contributed to the flower fund for my husband, Oliver, and for the many messages of sympathy received.

Mary N. Evans
P.O. Box 130
Winnemucca, Nev. 89445

* * *

Frank G. Hardwick

I would appreciate your using the enclosed picture of my father in your next issue. Frank G. Hardwick retired from Western Pacific as agent and telegrapher at San Leandro in 1960, and passed away in Modesto on January 5, 1970. He is shown in the picture receiving his 50-year pin as a

Frank M. Rowe . . .

president, Amateur Athletic Union, Western Nevada and Northern California during that period. He organized the first Junior Olympics held in the University of Nevada's stadium in 1965, was on the transportation committee for the 1960 Winter Olympics, and chairman of the finance committee for Nevada during the 1964 Olympics. Frank is a member of various Masonic Bodies, and the Prospectors Club in Reno, and collects railroad memorabilia.

Frank married the former Jean Barton of Alameda on January 25, 1936 and have two children, Barton Rowe, and Martha Terrano, and two grandchildren, Audrey 4, and Michael one month. The family home is at 1221 Mark Twain Avenue, Reno, NV. 89502.



Frank Hardwick, center, is shown receiving a 50-year Masonic membership pin and award.

Master Mason in Masonic Lodge #213. He was also a member of Ben Ali Shrine in Sacramento, and a lifetime member in the Order of Railroad Telegraphers. (Editor's note: See Page 10, February 1970 MILEPOSTS.) Mr. Hardwick is survived by his wife, Gertrude, in Modesto, a daughter, Frances Mlakar, freight accounts clerk in revenue accounting, three grandchildren and five great grandchildren.

Frances Mlakar
842 North Harrison Street
Campbell, Ca. 95008

* * *

Better luck next time

Thank you for the film about the California Zephyr. It was good. My class liked it, but I loved it. I think I am getting a good grade. We might see it again when our camera gets fixed so we can hear the talking, too.

Beth Boothroyd
215 Ashton
San Francisco, CA 94112

(Editor's note: Beth, 8 years, is one of eight children ranging from 7 to 20 years. Their father is R. C. "Joe" Boothroyd, transportation department.)



ELKO

Henry Wallock

William J. Thompson, son of Conductor WILLIAM "FLATWHEEL" THOMPSON and his wife, Margaret, has been commissioned a 1st Lieutenant and has taken advanced training at Ft. Sill, Okla. He returned to Ft. Walters, Texas as an instructor with the Helicopter Corps. Bill has had one tour in Vietnam and it appears as though he will have to return for another tour. If so, our best wishes go with him.

A hearty welcome to RICHARD FURTNEY and his wife, Pat, and their family, and we hope they will enjoy living in our little City. Dick brought with him a new title—assistant general car supervisor.

OROVILLE

Helen R. Small

Agent and Mrs. A. I. REICHENBACH, JR. report that another grandson was born to their daughter, Denise Bright and her husband, Jon, on January 12. The little fellow weighed 9 lbs. 5 oz. and has a brother, Brian. Congratulations to all!

Mrs. E. L. McCann, wife of Special Agent-Claims Agent "MAC" MCCANN, was rushed to the hospital for an emergency appendectomy on December 23. She is now recuperating at home and we wish her an early recovery.

Mrs. E. L. Haase, wife of Switchman "EDDIE" HAASE, was injured when her car was struck from the rear on Christmas Day. After spending several weeks in the hospital, she has returned home and is improving.

Crew Clerk GILLIS B. DAY has two sons in the Navy, Lawrence J., CS3, is a cook and baker in the Vietnam area and should return home in June; Karl is Seaman Apprentice and is stationed at the San Diego Naval Base aboard the *USS Klondike*. The brothers are asking for "brother duty" and may go to Australia.

Engineer LEN A. BARRY passed away in St. Mary's Hospital in Reno on January 25 at the age of 54. Len was born in Idaho and had lived in Oroville most of his life. He had been a WP employee for the past 30 years. Survivors include two sons, James of Oroville and Len Arthur, Jr. of Chester; four daughters, Shirrell and Debra Barry of Oroville, Mrs. Linda Short of Oakley, Mrs. Sandra Cantrell of Yuba City; his mother, Mrs. Jennie Barry of Oroville; and a sister, Mrs. Fay Journey of Oroville. Burial was in Memorial Park Cemetery.

NEW YORK CITY

John Cassidy

NANCY MCARDLE, steno-clerk, has announced her engagement to Pete O'Neil and they are planning a June wedding. Pete is employed in South-

ern Pacific's traffic department in New York. Pete and Nancy met when they both worked for the Illinois Central traffic department here. They seem to be continuing a railroading family history, as Nancy's father is retired from the N.Y. Transit Authority, and Pete's father worked for the Erie Lackawanna. We are all looking forward to attending their wedding.

Welcome to SANDY KASOLD who just joined our staff. Sandy is a Long Island commuter, living at East Meadow, Long Island.

STOCKTON

Elaine Obenshain

Belated congratulations to Brake-man and Mrs. RONALD C. YOUNG who welcomed their first child, Ronald Clay, Jr. on October 20. Proud grandparents are Conductor and Mrs. E. A. GOFF.

Our best wishes to the following employees who recently entered military service: Switchman FRANKLIN H. GIROUX, son of Brakeman W. M. GIROUX; Switchman BRUCE C. SHIPMAN, son of C. E. SHIPMAN, information control clerk-transportation department, S.F.; Brakeman RICHARD M. WALLIS, son of Engineer and Mrs. J. L. WALLIS; and Brakeman MICHAEL D. WRIGHT. Bruce Shipman's brother, Brakeman MARK SHIPMAN, entered the Navy last April and is now stationed in New London, Conn.

WO KEITH W. TURNER, U.S. Army, son of Engineer and Mrs. R. W. TURNER, received his discharge and we're happy to welcome him back to Stockton yard as a switchman. Keith served a year in Vietnam as a helicopter pilot.

Assistant Trainmaster and Mrs. H. K. REESE became grandparents for the second time when their son and daughter-in-law, Steven and Karen, presented them with granddaughter,

Julia. Steven was recently discharged from the Marine Corps.

Congratulations to Car Foreman GEORGE J. BENEDICT, who was promoted to general car supervisor, Sacramento, and to FRANK MORENO, who now is car foreman at Stockton.

Our deepest sympathy to the families of retired Engineers HERBERT E. VANDERWOORT, ROGER COLLINS, and TIM HANLON, who passed away recently.



Assistant Trainmaster Keith Reese and Clerk Irvine Dinkel on day of Irvine's retirement.

Recent retirees were Clerk IRVINE J. DINKEL, who completed 24 years 7 months service on October 1, 1969, and Conductor MORTIMER C. BECK, who retired on November 29 with 27 years 7 months service.

"Willing People" in the WP tradition are Switch Crew Foreman HARRY HILTON, Helpers BOB COX and JOHN BUTCHER, and Engineer AL BRISTOW. The manager of Union Stock Yard in Stockton reported that he was very grateful for the help he received from this crew while they handled four double decks of cattle for unloading New Year's night.

An Army Commendation Medal with "V" Device was awarded on October 7 to Switchman DAN S. MORGAN for heroism during military operations against a hostile force in Vietnam on May 12, 1969. SP4 Mo-

berg, while serving as crewman aboard a helicopter, aided in an emergency resupply mission near Hon Quan where an allied unit was heavily engaged in a fierce firefight with a large enemy force. Unable to land in a small jungle clearing, the crew left their machine guns and exposed themselves to throw cases of vitally needed ammunition to the infantry below, while under violent enemy automatic weapon fire. Their fearless and determined efforts contributed greatly toward the enemy defeat. Dan returned on October 25 from a year's duty in Vietnam and is now stationed at Ft. Stewart, Ga.

SAN JOSE

Lee W. Marshall

A retirement dinner was held at the Zorbas Restaurant on February 28 honoring GEORGE SAXTON. George hired out in Portola as a hostler helper in 1927 and moved to San Jose with his wife and daughter in 1953. The Saxton's will keep San Jose as their home base, but we heard they plan to travel extensively with a new travel trailer recently purchased. We wish them many happy miles!

MATT WILLOUGHBY, claim clerk, underwent surgery on his hands recently and is expected to return to work about March 1 with, we hope, good health.

We learned from LARRY WELLS over at Fremont that Agent CHARLES BLISS and retired Senior Clerk MASON GORDON sailed on the SS *Oriana* from San Francisco January 31 for a trip to Balboa, Canal Zone, Panama City, through the Panama Canal for a visit in Balboa, Cristobal and Colon. They then sailed on to Curacao, and to Caracas where they enjoyed a thriller-diller aerial tram-way ride up a 7,000-ft. mountain. Also visited were Barbados, Martinique and St. Thomas



Mace Gordon and Charley Bliss with lady friend enjoying life aboard the "S.S. Oriana."

before returning to Cristobal where they left the ship for a rail trip across continent from Colon to Panama City to pick up their ship. A stopover was made at Acapulco on the return trip to San Francisco where they arrived on February 23. "We had one great time," said Charley, which was evidenced from the postcard reports received at Fremont regularly from the two caballeros.

WINNEMUCCA

Shirley Holt, Bill Hoxsey

We regret to report the death of Telegrapher O. W. EVANS in Humboldt County Hospital on February 1 after a brief illness. He was born in Salamanca, N.Y. on December 10, 1891 and first went to work on the WP in November 1918. He is survived by his wife, MARY, who retired as a telegrapher in July 1964. After many years of service with the WP, our sincere condolences to Mary and the family. Ollie will be missed not only by the employees who worked with him, but by his many friends in Humboldt County.

SP/4 JOHN B. ROBINSON, who worked for Western Pacific during summers and holidays, is now stationed at Fort Lewis, Wash., after serving in Vietnam for one year. He

was inducted into the Army in April, 1968 at Fort Ord, and in October 1968 went overseas where he was presented with the Purple Heart and Bronze Star for outstanding performance in duties. John, the son of Mr. and Mrs. Clyde Robinson of Winnemucca, was born on April 26, 1948. He was graduated from Humboldt High School in June 1966 and also attended the University of Nevada in Reno. He plans to return to work with Western Pacific after his release from the Armed Forces in May 1970.



SAN FRANCISCO

Marge Browne, Ruth Stone

Lisa Petersen, young daughter of Director - Management Services and Mrs. ROBERT PETERSEN, narrowly missed winning first prize in a Valentine's Day costume party last year, and should she try again this year her talents should ensure a winning prize. For the party, held by members of Lisa's ballroom dancing class, she selected the Queen of Hearts as her costume. With two cardboard posters

and some butcher paper, Lisa sketched a queen of hearts on one poster and colored it with felt color pens. For the one to be worn on her back, she glued a California Zephyr picture and taped the edges with playing cards. Straps for hanging the posters over her shoulders were of red material, and for the party Lisa wore a big bow in her hair, red pants, red sweater and black shoes. First prize winner? A flapper.

Congratulations to Marketing Analyst O. A. MICKELS and his wife, Annette, who finalized the adoption on February 27 of daughter Leslie Ann, age 2 months. Sons Mike, 10 years, and Mark, 7 years, are as excited and as pleased as the parents.

President MYRON M. CHRISTY was recently re-elected to the board of trustees of Golden Gate College (our next door neighbor) as vice chairman for administration and treasurer.

Sincerest sympathy to HELEN CONWAY, stenographer-clerk, intermodal services, whose mother passed away on March 4. Only survivors are Helen, 21, her brother, Paul, 19, and two sisters, Vicky, 10, and Cecelia, 8.

Best wishes go with Rate Analyst JAMES THAM, marketing, who left Western Pacific for a new position with the Port of Oakland effective

(Continued on Page 15)



Lisa Petersen and her Queen of Hearts costume she cleverly designed with a felt pen, cardboard, playing cards, and a California Zephyr color poster.





In Memoriam

Julian M. Baylor, retired carman, Sacramento, date unknown.

Tracy Bingham, retired section foreman, Magna, Utah, December 1969.

Lorraine Cerini, clerk, San Francisco, January 23.

Oliver W. Evans, telegrapher, Winemucca, February 2.

Glen Gimbey, retired electrician, Burney, January 1970.

Alvin C. Gregg, portable equipment operator, Lincoln, Calif., February 17.

Frank G. Hardwick, retired telegrapher, Modesto, January 1970.

Clarence L. Jenkins, retired Sacramento Northern locomotive engineer,

Citrus Heights, Calif., January 1970.

Patrick H. Lorgan, retired brakeman, Portola, February 6.

Francis J. Lockwood, retired Alameda Belt Line switchman, Hot Springs, Ark., December 1969.

George J. Logreco, retired Sacramento Northern track laborer, Sacramento, November 1969.

Ralph E. Loomis, retired telegrapher, Oakland, January 1970.

George Mattis, resident engineer during construction days, San Diego, January 21.

James B. McAllister, retired clerk, San Francisco, date unknown.

(Continued on next page)

Oscar Homer Bryan

Private funeral services were held on February 10 for Oscar Homer Bryan who died in a Martinez rest home at the age of 84 on February 5. Interment was at the Oakmont Memorial Park in Lafayette.

Born in Fortuna, Calif. in 1885, Homer received his education in the extension divisions of the University of California and the University of Wisconsin.

He began railroading in 1902 as a fireman on the Northwestern Pacific and ran his first train as an engineer at the age of 19. He joined WP in October 1908 during construction days working as fireman, hostler and engineer. He received his first passenger

assignment in August 1910. Succeeding years found him working out of Portola, on the San Jose Branch, and later between Oroville and Oakland handling the power for the Exposition Flyer. Homer received his last train order at Pleasanton on May 13, 1945, with instructions to hold engine 84, first 11, at Sunol for Extra 306, east. He was number one engineer on the seniority roster at the time of his retirement, as assistant to the general manager in charge of safety, on November 30, 1950.

Mr. Bryan is survived by his widow, Doris S. Bryan, of Berkeley.



In Memoriam ...

Harry Q. Myers, retired carman, Oakland, December 1969.

Luis G. Ochoa, retired track laborer, Oakland, January 1970.

Albert W. Plaas, retired B&B carpenter helper, San Francisco, January 1970.

Thomas Ramirez, retired laborer, Stockton, January 1970.

Manuel V. Souza, retired janitor, Sacramento, February 8.

James Thomas, retired patrolman, San Francisco, January 1970.

Ralph J. Toles, retired brakeman, Stockton, December 1969.

J. F. Weinken, retired secretary, New York, December 1969.

Tiery C. Wright, retired Sacramento Northern conductor, Sacramento, November 1969.

VOLUME 22, NO. 3

MARCH 1970



Milepost 203: Car and Train Desk Clerk LeRoy Foster was checking freight cars in Oroville Yard when the eastbound Zephyr passed.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors

Caboosing ...

March 6. Jim and his wife, Mandy, have two daughters, Laura 2½ and Debbie 4 months.

With a little imagination you could decide the accompanying picture was anything but a signal along a WP track. The picture was taken with a 35mm Mamiya-Sekor by John Burnside, 19, a student at Chabot College, Hayward, and son of Project Engineer-Management Services and Mrs. WILLIAM J. BURNSIDE. John plans to major in TV Production and obtain his Master's Degree at San Francisco State College. John became interested in railroad photos when he worked last summer at WP's Oakland yard and passenger depot.

Congratulations to VERNON TOM, tax department, and Lorraine Tobias, who were married in Las Vegas on February 22. "We came home broke but winners," said Tom.

LOREN RICKS, chief clerk, statistical bureau, was in traction in St. Joseph's Hospital and receiving therapy for a back injury. We hope his return to work will be soon.

Congratulations to RAY SANTIAGO, junior engineer, and Joan Harrell, on their marriage in Carson City on February 28.

BARNEY PEDERSEN, director advertising & public relations, and his wife, Kathleen, are grandparents for the second time. Son Dwight, and his wife, Dee, announced the birth of daughter Sara on March 12. Sister, Jennifer, is now 22 months of age.



WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Return Requested

Bulk Rate
U.S. POSTAGE
PAID
San Francisco, Calif.
Permit No. 5371



The U.S. Supreme Court on February 2 approved the Northern Lines merger of the Great Northern, Northern Pacific, Chicago, Burlington & Quincy and the Spokane, Portland & Seattle into the 26,500-mile "world's largest railroad" stretching from Canada and the Northwest Coast to Chicago and the Gulf of Mexico.

* * *

Illinois Central's Rent-A-Train which first "year" operation lasted 15 months, gets OK for second year operation from train-renter Cargill, Inc.

* * *

The Administration's \$10 billion transit-aid bill, approved by Senate vote of 83 to 4 now ready for House hearings scheduled to start in March.

* * *

Included in last-minute cutting of President Nixon's budget for fiscal 1971 was proposal to sell federally owned Alaska Railroad but legislation authorizing sale still must be obtained.

* * *

Aboard a Metroliner out of Washington's Union Station on January 24 was President Richard M. Nixon who, according to reports, was the first living President to ride a train since 1962.

* * *

Mexico intends to celebrate anniversary of the beginning of the Mexican Revolution next fall with, among other things, completion of its \$336 million subway system in Mexico City expected to carry 1,800,000 passengers daily.