

WESTERN PACIFIC
Mileposts

**NOVEMBER
1968**

SUPERSCENIC

Break the sight barrier on
the scenic, sea-level CZ.

*The Vista-Dome
California Zephyr*

Chicago • Denver • Salt Lake City • Oakland • San Francisco
via Burlington, Rio Grande and Western Pacific Railroads



Going
our way?

**COVER STORY...
SEE PAGE 6**

turbulence

IS FOR THE
BIRDS



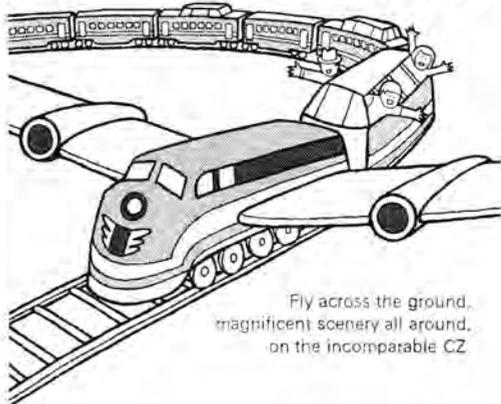
The CZ is for people
who like
the smooth ride.

Going
our way?

*The Vista-Dome
California Zephyr*

Chicago • Denver • Salt Lake City • Oakland • San Francisco
via Burlington, Rio Grande and Western Pacific Railroads

altitude-14 ft.



Fly across the ground,
magnificent scenery all around,
on the incomparable CZ.

Going
our way?

*The Vista-Dome
California Zephyr*

Chicago • Denver • Salt Lake City • Oakland • San Francisco
via Burlington, Rio Grande and Western Pacific Railroads

Almonds are big business in Chico

The growth and prosperity of California's Butte County area was advanced on October 1 when the first cars of sacked almonds arrived by Sacramento Northern Railway at the new Chico processing plant of Tri-Co Almonds, Inc., soon to become California Almonds, Inc. The firm is the world's largest independent almond processor, and the first to locate in Western Pacific's 182-acre Chico Industrial Park.

← Center photo, Page 2. Traffic Manager Orville Budgett and Vice President Clyde Harter examine bag of almonds from first rail car shipped into the new SN-WP siding.

"We have not yet completed our move from our former plant at 2nd and Cherry streets," said Vice President Clyde Harter. "A major part of the plant is built, but there is still some work to be done before our new warehouses and bulk handling facilities are completed to give us the modern, fully integrated processing plant, and office headquarters, we have master planned. This work will be expedited and we hope for completion early next year. The extension of the rail spur leading to a new loading dock is planned, along with changes in some yard facilities. Presently, rail cars are spotted just inside the yard and are unloaded and loaded at that point. However, the heavy current incoming crop of almonds forced us to make the move."

The new Chico plant, on a 12-acre site on 20th street, will employ about

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Almonds ...

250 workers during peak seasons. Vice President Harter expects that California Almonds' 1969 tonnage should exceed the 10,000 tons processed during 1968.

In addition to areas around Paso Robles and in San Joaquin Valley, the largest concentrated area for growing almonds is in the counties of Butte, Colusa, Glenn and Sutter. Harvesting takes place in the Fall and the almonds are processed year around. After processing, almonds are shipped world wide to California Almonds' customers who package, can, bottle and use as ingredients in all sorts of confectionaries and food products. The demand is particularly heavy during the Thanksgiving and Christmas holiday season.

The front of the brightly colored warehouse consists of tilt-up concrete panels, with foreground property planned for general offices, manufacturing, and future expansion of processing facilities and warehouses. A new sign will soon read California Almonds, Inc.

California Almond's history began in 1946 with the founding of California Almond Orchards, Inc. by Frank Slate and his son, Louis, after more than 20 years experience in growing, hulling and shelling almonds. As a result of changing market conditions, "Cal-Al," together with Haig Berberian, Modesto, and Harter Packing Company, Yuba City, acquired about 10 years ago a significant interest in what was formerly the operations of

Clyde Harter, California Almonds' vice president (right) points out to Senior Sales Representative Fred Brandes the new track and other future developments soon to be made. The plant's modern, streamlined conveyor system is controlled from this room which is centrally located inside the plant.



the Almond Division of Rosenberg Bros. & Co. At that time, Tri-Co Company and Tri-Co Almonds, Inc. were formed to continue the transaction of business with independent almond producers.

On September 20, this year, Kern County Land Company, a major component of Tenneco Inc., announced

Above: The plant's modern, streamlined conveyor system is controlled from this room, centrally located inside the plant.

District No. 2 Butte County Supervisor Duna-way (left) and Vice President Harter discuss the County's interest in the new plant while standing near the present end of the spur track. Plans are to extend the track alongside the plant to dock facilities early next year after the present peak season.



that Tenneco had entered into an agreement to acquire through an exchange of stock the assets and business of California Almonds Orchards, Inc. of Paso Robles, Calif. and Tri-Co Company and Tri-Co Almonds, Inc. The new independent California producing, processing and marketing firm was named California Almonds, Inc. Officers of the new company are L. L. Slate, president, and Clyde Harter, previously resident manager for Tri-Co at Chico, vice president. Headquarters will be at Paso Robles in the south, and at Chico in the north. Operations will be continued at each location.

Just as California Almonds' business is important to Chico, it is likewise important business to Sacramento Northern. To insure good service for this important customer, a close contact is maintained with Vice President Clyde Harter and Traffic Manager Orville Budgett by SN's Agent Larry Ramsey of Chico, and Senior Sales Representative Fred Brandes of Sacramento.



An attempt to "Swing 'Em Aboard" the California Zephyr

Western Pacific, and the Burlington, and Rio Grande, railroads have stepped up their joint advertising and promotion campaigns to seek additional passengers during the train's current winter low-patronage season.

The railroads' decision to do so followed the Interstate Commerce Commission's recent suggestion that additional advertising might help to reduce the train's excessive losses which have been steadily increasing.

Direct Mail

One of the programs is a four-piece direct mail advertising program to announce a "Swing 'Em Aboard the California Zephyr" contest for more than 3,000 Rail Travel Promotion Agents. Prizes of \$1,000, \$500, and \$250 will be paid to the three agencies who sell the highest total dollar fares—not the number of tickets—between the dates of September 25 and December 15, 1968, and between January 15 and May 15, 1969. In case of ties, there will be a "sudden death" sell-off contest to determine the winner. Entries from the direct mail announcement are running over 10% participation, as against a national direct mail advertising average of only 1.75%.

Newspaper

Newspaper advertising on the West Coast and in the Chicago midwest area takes on a new creative appearance based on humor and novelty, as shown in the three illustrations on MILEPOSTS' front cover.

Radio

Humor was also included in radio

commercials, like this one which opens with an auto engine sound: "She: Have you looked at the gas gauge lately? Kid: I'm hungry! Announcer: The automobile. A great way to travel. Man: There's GOT to be a gas station pretty soon. Announcer: There's nothing like the train. She: This winding road is getting to me. Kid: Look, it's raining. Announcer: With the auto you can make all kinds of stops. (Sound of blowing tire.) Man: Oh, oh. That sounds like a tire. Announcer: But with the train—the California Zephyr with the Vista Domes . . . well, when you take the California Zephyr between San Francisco and Chicago, you can still make all the stops you want. Right on the train. For food and sleep. And still see AMERICA while you're at it. Man: The SPARE's flat. Announcer: Businessmen travel the California Zephyr. The government puts foreign dignitaries on it to show THEM America. What about you? Next time you travel, SEE America while you're at it. And relax. Ask your travel agent or nearest railroad ticket office about the California Zephyr . . . with Vista Domes. It's nothing like the auto. Man: Well, now we're making good time. Fade out with sound of siren."

Another radio spot humorously points out travel by plane—safety belts, cabin pressurization, escape hatches, the little white bag in the pouch before you—with similar commentary on train travel as occurs in the auto commercial.

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We Went for Three and made it!

"Let's Go for Three"—Western Pacific Bay Area employees' campaign slogan for the 1968 United Bay Area Crusade drive—had a double meaning when total gifts were counted.

In addition to topping their goal for the third consecutive year, the con-

"Swing 'Em Aboard" . . .

The California Zephyr film "Vista Dome Adventure" will be used in European Travel offices through the Department of Commerce's U.S. Travel Service.

In addition to this joint advertising, Western Pacific is running three-line ads in newspaper columns headed personals, transportation, general notices, etc. Two-column illustrated newspaper ads are also advertising week-end tours to Oroville Dam and to Keddie during the October-December 1968 and January-May 1969 months.

Three lucky Fair Share givers received two tickets each for a treat or sporting event of their choice. First name drawn by President Christy from box fetchingly held by Secretary Geraldine Ross was Bill Royal.

tributors also exceeded their 1967 total UBAC donations by three percent.

Among the 669 contributors, 75% of WP's Bay Area employees, 64 were Fair Share givers (1% of gross income for employees with an annual income of \$10,000 or more, and one hour's pay per month for employees with income under \$10,000). The average gift per contributor was \$32.

As an incentive to encourage Fair Share givers, the names of those who were, were entered in a drawing and three winners were given a pair of tickets to any event in the Bay Area they chose—theater—sports—opera, etc. The lucky ones were Al Kasper, Bill Royal, and Richard Green.

The real winners, of course, are the many handicapped, ill, and unfortunate men, women and children, who are certain to benefit from the generosity of WP employees.

PEOPLE ON THE MOVE

Pricing

With the retirement on October 1 of Frank W. Steel as assistant vice president-pricing, several promotions in the pricing department have been announced, effective November 1.

William F. McGrath succeeds Steel as assistant vice president-pricing, and he will have the supervision of all pricing matters.

Bill was born and raised in the Chicago area and joined WP's Chicago sales office on September 22, 1941. Since that time he has held various marketing division positions in the pricing and sales departments, in both Chicago and San Francisco. He has been general freight pricing manager at San Francisco since October 1, 1967.

He attended Northwestern University and Freight Traffic Institute in Chicago, and an advanced management program at Harvard University's graduate school of business administration in Boston.

Bill and his wife, the former Rita McEnerney of Chicago, and a former WP employee, were married on November 22, 1947. Their home is in Redwood City, shared with William, 18, Terrence, 17, Brian, 14, and Colleen, 11.

* * *

L. Byron Larson was appointed general freight pricing manager, succeeding W. F. McGrath. Larson will have jurisdiction over trans-continental rates.



W. F. McGrath



L. B. Larson



K. R. Stoney



P. R. McElheney

By Larson was born and received his schooling in Berkeley, and began his railroad career with Western Pacific's San Francisco sales office in 1928. He was continually advanced through the department before he entered the pricing section on January 1, 1959 as assistant freight pricing manager under the railroad's new marketing concept. By has been freight pricing manager since July 1, 1963.

In 1967 he attended the Transportation Management Program at Stanford University.

On August 9, 1931 By and the former Helen Marie Hodapp, of Richmond, were married, and both are well known in transportation fraternity circles. Their two children have blessed them with seven grandsons and one granddaughter.

The family home is at 1301 Stanage Avenue in Berkeley.

Kenway R. Stoney assumed a new area of responsibility as freight pricing manager, related to rates in the Joint-Pacific South Coast Freight Bureau and the North Pacific Coast Freight Bureau.

A native of Chicago, Ken first worked for WP as export-import clerk at Chicago on April 1, 1930. After several advancements he became sales representative prior to moving to San Francisco as chief of rate bureau in 1942. He returned to Chicago in 1945 as eastern foreign freight agent and three years later returned to San Francisco as assistant freight pricing manager. He was appointed freight pricing manager on August 1, 1964.

Ken attended the Stanford University's school of business, and the Management Laboratory Course at Pasadena, and is a graduate of the Management Laboratory Course at Warm Springs, Calif.

Ken and his wife, the former Neola C. Mills, of Streator, Ill. live in Millbrae.

* * *

New responsibilities related to rates in the Pacific Southwest Freight Bureau territory will be taken over by Paul R. McElheney, assistant freight pricing manager.

Dick, a native of Brownston, Ill., received his higher education at the University of Cincinnati and the Humboldt Institute Traffic School in Minneapolis.

He first worked for WP as chief clerk in the Cincinnati sales office on December 16, 1959. He became a sales representative at Oakland on April 1, 1961, then moved to Seattle, Wash. with the same title about one year later. On August 1, 1964 Dick was made chief of the rate bureau at San Francisco which led to his appointment as assistant to freight pricing

manager on January 1, 1966. He became assistant freight pricing manager on November 1, 1967.

Dick and his wife, the former Martha Whittington, of Sparta, Ill. live in Walnut Creek. Their two children are Jeff, 8, and Jill, 5.

Sales & Service

Peter M. O'Connor was appointed chief-sales & service effective September 1.

A native of Kansas City, Mo., he entered Glennon High School at the age of 12 and enrolled in Kansas City University at the age of 16, where he majored in English and history.

He first worked for the Santa Fe in Kansas City in 1961 and left that railroad as division clerk in April, 1964, to become chief clerk for WP at Kansas City. His first promotion sent him to Chicago in December, 1965, as sales representative and in August, 1966, Pete was made sales representative-TOFC. He came to San Francisco in May 1967 as assistant chief-sales & service.

Pete and his wife, the former Mary Ann Carter of Roeland Park, Kansas were married on September 1, 1962. The family now includes two wild Irish redheads, Cecilia, 4, and Maureen, 2, and the home is in Fremont.



In Memoriam

At press time, MILEPOSTS learned that a heart attack took the life of Robert E. Witts on November 15, only two weeks after his appointment as administrative assistant, intermodal services.

In memory, the announcement of
(Continued on Page 10)

his appointment remains as it had been written a few days before his untimely death.

As administrative assistant, Robert E. Witts will be responsible for providing rates, routes and other TOFC and COFC information for customers as well as for other departments of the railroad involved in this new business for Western Pacific.



Bob is a native of San Francisco, and attended Lowell High School and the University of San Francisco, majoring in accounting. He was first employed in 1919 by the Bank of America, and in 1936 joined the Stack Globe Advertising Agency. He first worked for WP in its foreign freight department on January 16, 1942, and shortly thereafter spent nearly three years with the Army's signal intelligence service in the South Pacific. After his return to the railroad he became chief clerk in the general agent's office, Sacramento, then worked in the freight rate department before his appointment as traffic representative at San Francisco on July 10, 1950. On November 24, 1952, Bob went to Memphis, Tenn., as traffic representative, but left the railroad in 1957 to become traffic manager for Welsh Plywood Company in Memphis. About a year later he returned to San Francisco as sales representative for P.I.E. Since 1959 Bob has been manager of special projects for Western Pacific's sales department.

Bob and his wife, Pauline, live in Walnut Creek. They have three children, Judith, 14, Edward, 13, and Elizabeth, 10.

They Have Retired

Maurillo Carrillo, machinist, Oroville, 40 years 1 month.

H. L. Davis, car inspector, Sacramento, 45 years 5 months.

Ira B. English, locomotive engineer, Oroville, 40 years.

Leopold F. Giesser, carman, Sacramento, 32 years.

Harold A. Holsclaw, conductor, Portola, 33 years.

John K. Johnson, carman, Hayward, 19 years 1 month.

Roy C. Johnson, Central California Traction brakeman, Stockton, 20 years 1 month.

Wesley P. Jopson, Tidewater Southern locomotive engineer, Stockton, 13 years 1 month.

Beulah R. Kennedy, messenger, Oakland, 25 years.

James C. Lorden, Oakland Terminal switchman, Oakland, 23 years.

John J. Martin, roadmaster, Portola, 33 years 3 months.

Edward M. Reynolds, signal maintainer, Marysville, 20 years.

Daniel F. Robbins, Sacramento Northern brakeman, Sacramento, 19 years 1 month.

Cleofas P. Salazar, section laborer, division, 17 years.

William L. States, conductor, Oroville, 44 years 1 month.

Harold H. Thorne, Sacramento Northern locomotive engineer, Sacramento, 21 years.

Charles R. Wallace, Sacramento Northern brakeman, Sacramento, 18 years.

Samuel C. Wilson, brakeman, division, 40 years 4 months.

George W. Woods, locomotive engineer, Stockton, 31 years 11 months.

Nearly a half century on the job

It was an exciting day in Alameda on October 8, 1903 when Thomas W. and Ann (Courtney) Steel announced the birth of their son, Frank W. Steel. As it turned out, that was just seven months after the railroad he was to adopt for his career was organized.

Now, 65 years later, one could hardly blame Frank Steel for closing out a long railroad career that began in October, 1919, at the age of 16. That's just one year less than a half century of continuous service, all for one company and, for the most part, all of it spent in one department.

The years would have totaled considerably more if taken into consideration were the long hours, days and months Frank spent burning the midnight oil at home, during hours of travel, and on weekends while away from general office. But to Frank, the extra hours were his avocation as well as vocation. For, this self-made man lived his work as he rose through the

ranks from office boy in knee pants to the rank of assistant vice president-freight pricing.

Frank wasn't an office boy for long, for his eagerness to learn brought him a promotion to the rate department, and further promotions advanced him to supervisory positions in all phases of rate making as well as the commerce phase of the pricing section. For some time, the supervision of all pricing matters has been under Frank's competent jurisdiction.

His soft spoken and kindly personality belied his ability to take the bull by the horns when the going was rough, on the job or off. Such ability was shown as he approached the age of 30 at a time when the country was in deep depression, and the future was anything but bright. For it was then that Frank asked, and was accepted by, Dorothy I. Ford to be his wife and they were married on July 5, 1933.

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Frank long ago lost count of the hours he spent at home keeping up with the many decisions he had to make in pricing matters so important to the success of keeping business on the railroad. "To me this wasn't work," said Frank. "It was more of a hobby — like writing a novel would be to others."



Their daughter, Sharon Lynne, and her husband Lieutenant Jerry Russell, U.S. Navy, live in Honolulu, and have two children, Douglas, 5, and Jill, 3.

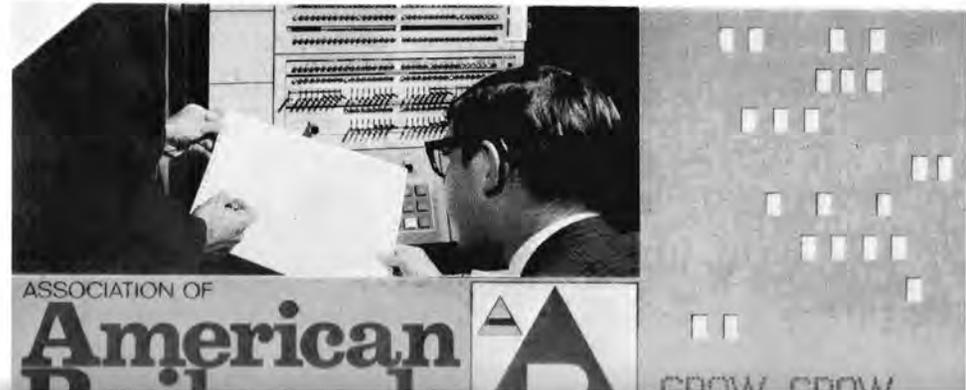
The Steels have continuously lived in the Oakland area, and about a year ago moved to 1133 Singingwood Ct., Apt. 2, Rossmoor Leisure World in Walnut Creek to test out this type of living. When asked about his future plans at a retirement party given for him on October 30, Frank replied: "In view of the time I spent on the job, I think I should first get better acquainted with my wife!"

On the morning of his retirement day, members of the rate room presented Frank with a silver bowl appropriately engraved with best wishes and the names of staff members. In the group picture behind the bowl on the table are: E. B. Dick, assistant rate quotation clerk; Rommy Baldwin, rate clerk; Jim Tham, rate analyst; Don Stevens and Mike Skrypeck, rate clerks; Ben Paredes, assistant rate clerk, Bob Arenthal, rate clerk; Marty Murray, assistant rate clerk; Glenn Fischer, Jr., divisions clerk; Ken Lamph, TC docket clerk; Pete Saenz, rate analyst; their boss Frank Steel; Carl Baumgartner, tariff clerk; Thor Olsen, chief-rate bureau; George Gordon, rate quotation clerk; and Dudley Thickers, chief-divisions bureau.



Foods from America's fields move to your table fast . . . and at lower cost . . . by the modern computerized rail way.

Space Age thinking results in futuristic new freight cars. □ Jet streams of air help unload flour . . . soft and fluffy . . . for your baking. □ Giant tanks . . . thermos bottles on wheels . . . keep orange juice cool and fresh—without refrigeration. □ New rail ways of moving things for the kind of living you like make average rail freight charges lower today than ten years ago. And we're constantly improving. □ In just one more generation there'll be 50% more people requiring more production of everything . . . and more good transportation. □ Dependence on railroads will grow and grow. And railroads will be ready.



Performing at Frank's retirement party in their first and last appearance, led by the eminent cantor, Peter Citron were the "Lower Mission Street Four Plus Two" members. By Larson, Ken Stoney, Jim Baker, George McDermott, Bill Hamilton, and Jack Hyland. Master of ceremonies was Bill McGrath, who had temporarily taken refuge.





Caboosing

OROVILLE
Helen R. Small

We enjoyed a visit with retired Carman O. P. SONDRÉE when he stopped in the office in September before moving to his new mobile home in Orangevale, corner of Main and Greenbank. The Sondrees leave many friends in Oroville.

Following surgery, Switchman ED-DIE L. HAASE is recuperating at home and we hope that he will soon be fully recovered.

Conductor WILLIAM L. STATES made his last trip as conductor on the



Enroute to Oroville on his last run from Winemucca, Les received best wishes from Road Foreman H. E. Parks during Zephyr stop.

California Zephyr August 31, terminating at Oroville. His little over 48 years of service began in June 1920 as a section laborer. Two years later he worked for the late WILLIAM H. SANDFORD, ditcher engineer and foreman, and then made his date as brakeman in August 1924, with promotion to conductor in 1928. Les holds the distinction of having never been cut off the extra board. On November 11, Les and his wife, Etheryn, will observe their 38th wedding anniversary. They have two sons, twin daughters, and nine grandchildren. Our best wishes to Les and Etheryn, who live at 2327 Lindaire Avenue in San Jose.

Gordon Denis Reichenbach, son of Agent and Mrs. A. I. REICHENBACH, JR., completed a leave at home after eight months in Vietnamese waters on destroyer USS *Fletcher*. He is now receiving further duty on the USS *Hull* at Bremerton, Wash.

Our best wishes for a happy retirement to Engineer IRA B. ENGLISH, who retired on September 30 with 40 years of service.

Congratulations to James A. Ware, son of Mrs. G. J. Ware and the late GILBERT WARE, on his marriage to Jenny Anderson in the First Methodist Church on October 19.

Mrs. Mabel A. Crowe, wife of retired Conductor O. J. CROWE, died on October 17 after a long illness. Mrs. Crowe is survived by her husband; two daughters, Mrs. Hazel Reynolds

and Mrs. Emily J. Manda, of Reno; four sons, W. W. Rockwell, Portola; C. M. and J. S. Rockwell, Elko; and R. S. Rockwell, Salt Lake City. The funeral was held in Elko on October 21.

PORTOLA

Our condolences to the family of retired Locomotive Engineer JOHN B. FARNSWORTH who died in San Jose on September 15. Survivors include his mother, Rose Loucks of Reno; daughter, June Meeker, Cincinnati, Ohio; son, John B., San Jose; sisters, Margaret Delwisch, Placerville, and Violet Long, Reno; and two grandchildren.

An apparent heart attack while fishing took the life of retired Section Foreman JOHN GIRLONI, 72. He had worked for the railroad for about 15 years and for the Clover Valley Lumber Company at one time. He was a veteran of the U.S. armed Forces.

Very best wishes go to Roadmaster JOHN J. MARTIN on his retirement from Western Pacific after a service of 33 years and three months. Born November 14, 1916, John first worked for the railroad as a laborer at Keddie on May 15, 1935. He became an ap-

prentice foreman there about two years later, and then worked for several years as section foreman and extra gang foreman at many points along the railroad. He was appointed assistant roadmaster at Keddie on December 15, 1944, and became roadmaster on August 1, 1953. During the ensuing years as roadmaster he worked at Gerlach, Nev., Keddie and since March of this year at Portola. John is being succeeded by Roadmaster A. H. OVERTURF. John and his wife, Ruth, have three children, Mrs. Loretta Johnson, Portola; Mrs. Pat O'Connor, Idaho; and Lester, a Sierra College Student, Rockland, Calif.

ELKO

Henry Wallock

GLENN M. MORTON, one of the original locomotive engineers when Western Pacific was being built, died in Idaho Falls, Ida. on October 8 at the age of 85.

Morton, who was born March 2, 1883 at Sandwich, Ill., first worked for the railroad in 1906 and made his last run on the *Exposition Flyer* on March 30, 1948. He was then No. 1 employee on the seniority roster and at the time of his death he was one of

Among those present at the Mouse Trap for John's retirement party were; R. J. Mounkes, Pat Sullivan, Mrs. Overturf, John T. Smith, K. T. Rosengarten (front), and in back, Loy Hibbs, M. K. Anderson, Johnny Martin, A. H. Overturf who succeeds Martin, M. J. Crespo, and Glenn Hutchinson.



the oldest living WP employees. Glenn was also the only engineer who never had a fireman's date.

Morton had been a member of the BLE for 65 years, was a 58-year member of the Masonic Lodge and belonged to the 32nd degree Scottish Rite, Knights Templar, and Shrine.

He is survived by his wife, Mary Irene and seven children; Glenn W., Elko; Roland M., Wendover; Arthur S., Sacramento; Ray E., Idaho Falls; Donald B., Pocatello; Mary Pujol, Monterey Park; Shirley Christensen, Pingree, Ida. Also surviving are 20 grandchildren and 20 great grandchildren.

MECHANICAL DEPARTMENT

Clara R. Nichols

Specialist 4 Richard T. Fosha, son of Wrecking Shop Foreman and Mrs. W. E. Fosha, was selected as Special Troops Soldier of the Month recently, according to an article in the *Ft. Leonard Wood Guidon*. Fosha was chosen for being outstanding in his knowledge of military subjects and current events, self expression, general educational background, military bearing, dress, posture and appearance. SP 4 Fosha has been assigned as a prisoner escort at Ft. Leonard Wood since he returned from a one year tour of duty with the 54th Ordnance Company in the Republic of Vietnam. He underwent basic training at Ft. Lewis, Wash., and advanced individual training at Ft. Leonard Wood. He attended Sacramento City College for two years prior to his military service, and plans to complete his studies in forestry at Humboldt State College in Arcata when he ends his time in service in December.

Unanimous requests for his return were received after, under a special Government-sponsored Improvement Training Program for secretaries at McClellan Air Force Base, the eve-

ning shorthand class was honored by having our Chief Clerk HY O'RULIAN speak on secretarial procedures. Approximately 50 base secretaries, students of the new Gregg Diamond Jubilee System, were present to improve their goal of on-the-job office techniques. The subject is rapidly developing into a major project under the instruction of your correspondent.

Vacationers recently were Personal Records Clerk JIM QUICK, who made a flight to colorful Atlanta, Ga., and A. M. "TEX" TEIXEIRA who went to New York City by *California Zephyr*.

STOCKTON

Elaine Obenshain

Congratulations to Switchman and Mrs. C. L. PHILLIPS, who welcomed their first child on August 21, naming her Rochelle Lyn.

Best wishes for a happy retirement to Engineer GEORGE W. WOODS, who retired September 14 with just one month short of 32 years service with Western Pacific.

Switchman EDWARD A. ISAACSON, who was inducted into the U.S. Army in April, 1968, has been ordered to report to Ft. Benning, Ga. for N.C.O. school.

Brakeman WILLIAM F. FILBECK, who has been in military service since January 1968, recently wrote that he is stationed at L. Z. Euans Vietnam, only 20 miles from the DMZ, with the 227th Aviation Battalion, 1st Air Cavalry Division.

We were all shocked and saddened by the sudden death of Brakeman DONALD O. BERKSTRESSER on September 9. Our sincerest sympathy to his wife, Hazel, and daughters Deborah Thompson of Texas, and Carla.

Brakeman and Mrs. E. T. BILLS are proud parents of Melanie Lynn, born October 19. She has a sister and a brother.

Our best wishes for a happy retire-



Last duty for Switchman P. C. Hendren, second from right, was having his picture taken with Switchmen C. V. VanHorn, J. L. Banning, A. A. Kessel, H. R. Baker, J. D. Swets.

ment go to Switchman P. C. HENDREN, who retired on August 6 with 17 years Western Pacific service.

We are happy to have Clerk PAUL RICKETTS back from military service, after serving with the military police in Germany.

SAN FRANCISCO

Lawrence Gerring, Marge Morales, Ruth Stone

ELIZABETH FAGAN, stenographer-clerk, engineering, and former MILEPOSTS correspondent, returned home in mid-October after three weeks in the hospital following a heart attack. We wish for "Molly" good health soon.

"Foreign correspondent" BOB GOLDEN, secretary-clerk, president's office, returned October 7 from his sixth trip to Europe. His latest tour concentrated on the alpine and lake regions of Germany, Austria, Italy, Switzerland and France.

ELEANOR MADSEN, Government accounts clerk-revising bureau, spent three weeks of September at Banff, Jasper and surrounding Canadian areas. "It was such beautiful country

I even enjoyed climbing a mountain," said Eleanor.

VICKY VILLAVICENCIO, bill clerk, station accounting center, announced her engagement to Dan Dorkin, and November 23 has been chosen as their wedding date.

Best wishes to MARIE MATTHIAS, ticket accounts clerk, who retired on August 30 after more than 22 years of WP service.

PHILLIP L. WYCHE, retired assistant to vice president and general manager, died at Peninsula Hospital, Burlingame on October 17 after a long illness. He retired early in 1964 after 39 years and six months service. Born in Missoula, Mont., Phil spent his childhood in Berkeley and Salt Lake City during the period his father, T. J. WYCHE, was chief engineer for the newly formed Western Pacific. The senior Wyche died in 1924. Phil first worked for WP in 1916 during vacations from the University of California and on engineering gangs during the construction of the Calpinr and Reno branches. Following graduation in 1921 as an electrical engineer he entered WP's operating department.

He became an executive assistant in October, 1947. Surviving are his widow, Virginia; a son, Philip Jr. of Pittsburgh, Pa.; a daughter, Winifred of Belmont; and four grandchildren. He was the father also of the late Mrs. Virginia Wyche Morton.

MOLLIE LEDERMAN concluded a 25-year 1-month service on October 30, retiring as agents accounts clerk-sta-



Mollie's last day at her desk

tion accounting center. Mollie was given a farewell luncheon at the Stagecoach Restaurant, attended by 55 co-workers and friends. Much happiness is wished for her.

CHARLES F. CRAIG, who retired as assistant to general manager on June 30, 1949, died in San Rafael on August 29. Charley will always be remembered for the Western Pacific medallion which is the result of his artistic talent, and for an accompanying safety medallion he drew at a later date. When the late CHARLES M. LEVY, later president of the company, joined WP in 1909 he brought his friend Craig with him as chief clerk. Craig was in his late eighties at the time of his death, and was an avid 15-handicap golfer in his early 70's. He leaves no surviving widow. A daughter, Patricia, was for years a radio actress

and became the first woman sound effects technician on the Pacific Coast.

Thanks to LEO F. DELVENTHAL, JR., manager marketing field services, his crew and power cruiser *Melody*, a retired San Francisco fireman, Lewis C. Schreck is alive today. Schreck's 29-foot fishing boat sank off Bird Rock north of the Golden Gate Bridge on September 8 after engine failure and smashing into rocks. Leo and his crew managed to throw a line to Schreck, slightly injured, and hauled him aboard the *Melody* to await the arrival of a Coast Guard cutter. The *Melody* was also injured, to the extent of \$300 in repairs.



Little Mark Aiello, now five months old, was real proud when he posed for this picture with his father, Joe, and mother, Nancy, statistician in the marketing department.

JOHN QUINN, assistant chief clerk, engineering, who was written up in the July-August 1967 MILEPOSTS as a *Willing Person* because of his outstanding accomplishments in Scout-ing activities, has done it again. A "birthday" Court of Honor was held for John's Boy Scout Troop 94 in El Cerrito in October marking the 17th anniversary of the Troop. A record number of Scout awards were made.



In Memoriam

Robert Allen, engine watchman, Sacramento, October 14.

A. C. Blum, Sacramento Northern equipment maintainer, Sacramento, November 2.

Lawrence Campbell, retired track laborer, Sacramento, October.

John E. Farnsworth, retired locomotive engineer, Portola, September 15.

Robert E. Fitzpatrick, retired clerk, Stockton, August.

Howard R. Gaskins, retired electrician helper, Oroville, September.

John Gironi, retired section foreman, Portola, September.

W. L. Hatfield, claim clerk, San Jose, October 5.

Benjamin C. Heirs, retired switchman, Chico, September.

Walter A. Jackson, retired yard clerk, Sacramento, August.

Ponce J. Jiminez, retired machinist, Sacramento, August.

Andrew J. Lattimore, retired bargeman, Oakland, July.

Themoes P. Moropulos, retired Sacramento Northern roadway laborer, July.

Everett R. Pemberton, retired boilermaker, Sacramento, September.

Henry M. Riches, retired Alameda Belt Line Clerk, Ipswich, Suffolk, England, September.

I. C. Rollins, retired locomotive engineer, Sacramento, October 17.

Louis Rushing, retired patrolman, Stockton, September.

Jose C. Soto, retired section laborer, Elko, October.

Edgar R. Sullivan, retired conductor, Salt Lake City, June.

Bailey M. Thompson, retired switchman, San Francisco, August.

Margarito Velasquez, retired laborer, Kampos, Nev., date unknown.

Charles G. Wahl, retired machinist, Oakland, September.

Philip L. Wyche, retired assistant to vice president, San Francisco, October 16.

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Milepost 187. High speed trains roll by here about 18 miles south of WP's Oroville yard.

WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105
Lee Sherwood, Editor

Member Assn. of Railroad Editors



NOVEMBER 1968

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C&O/B&O's new Forest Hill 45-acre piggyback terminal on Chicago's south side handles estimated 60,000 to 70,000 trailers a month, exceeding any other terminal volume in the nation; has 12 tracks, room for 202 cars, parking for 8100 trailers a month.

* * *

Illinois Central's "Green Gold" program, an extensive promotion of forest products traffic in Mississippi, won top award in Railway Progress Institute's annual Golden Freight Car Competition; runners up were Santa Fe, Louisville & Nashville, and Denver & Rio Grande railroads.

* * *

Work began last month on a 54.7-mile Northern Pacific branch line to serve an expanding agricultural area between Mesa and Mattawa, Wash.

* * *

A new breed of super-power diesel-electric locomotives, it's reported, will take to the rails next spring, with power rating cited at 6600 h.p.; more than one manufacturer is interested but initial 24-unit order understood to involve just one.