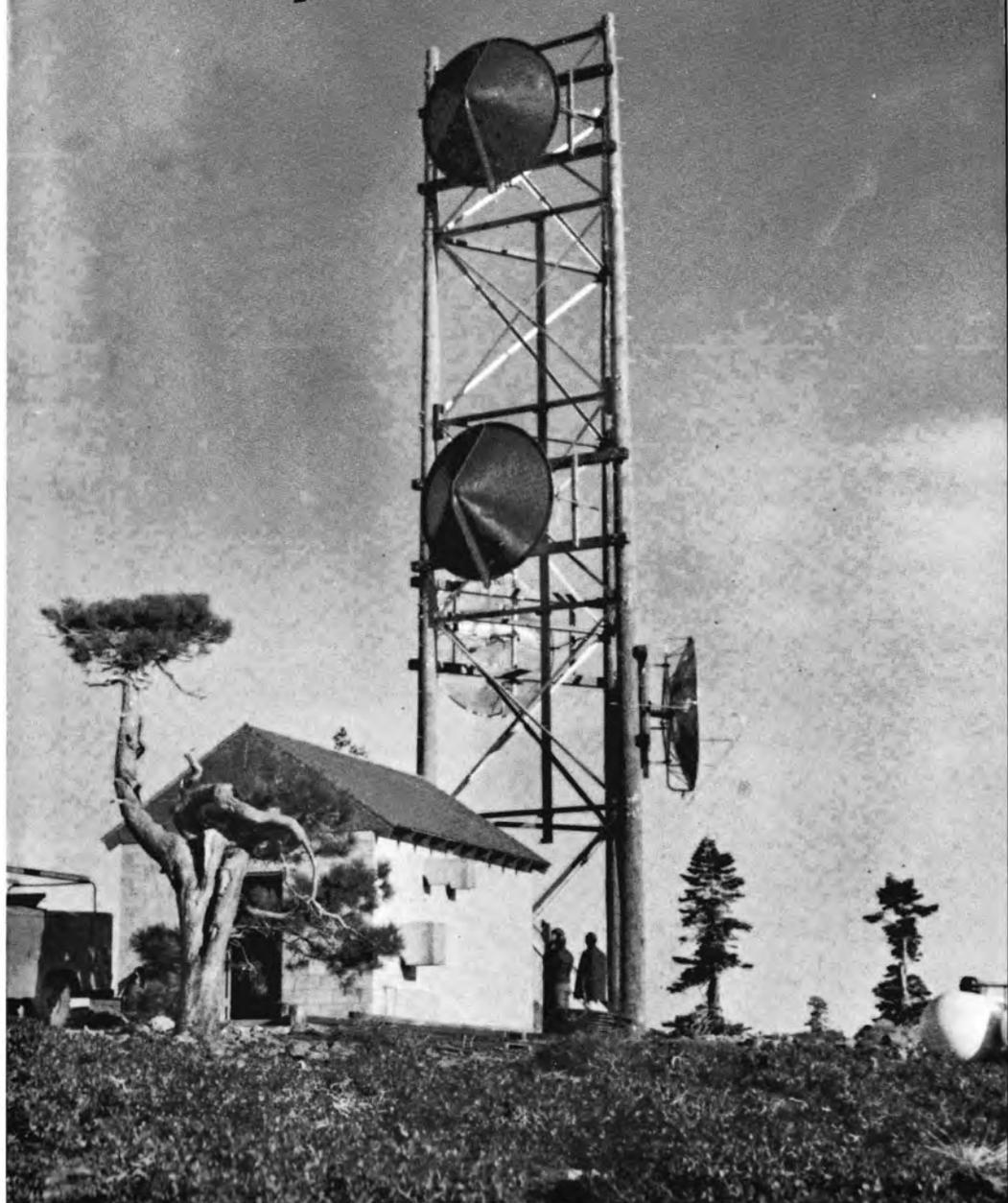


WESTERN PACIFIC

Mileposts

SEPTEMBER 1970





Someone hopes you care—just 3 minutes each day!

Every day in your favorite newspaper or magazine, on your TV screen, or over your radio, you learn of the rebellion of the young, the isolation of the old, frustration, fear, misery, sickness, sorrow and despair, that shout out at you.

You don't like it! You can think of many things that should be done to revive the good old American tradition that says when you're not satisfied with what's going on you do something about it. For one individual, that's a tough assignment. You talk to friends, write letters to editors, call newscasters, but it doesn't get the job done.

But there's a way you can get help from 190 agencies supported by UBAC funds you Invest in People — on the average, what you earn in just 3 minutes each day!

This Fair Share investment in people is based on 1% or more for those earning \$10,000 or more yearly, or one hour's pay per month (6/10ths of 1% of salary) for those earning less than \$10,000.

Your railroad can help you to Invest in People through its payroll deduction plan, an easy way for you to get done some of those things you'd like to have done. Please give this some thought?



To better learn just how your UBAC dollars are used, 18 WP employees visited Ft. Mason on September 1. They saw displays and films, collected literature, and talked with UBAC volunteers. As a result, they can better inform you about the funds you Invest in People when they solicit your contributions. Their names, departments, and agencies visited are, left to right from top of these pages:

Kathleen Murphy, chief surgeon's office, Amira Moranoff, management services, YWCA.

Daryl Jennings, purchasing, Mary Wilcox, accounting, Centro-Latino Youth Center.

John Quinn, engineering, George Warner, freight office, Cerebral Palsy Organization.

Don Ragusa, transportation, Lee Preston, sales (Oakland), American Red Cross.

Ron Helmick, communications, Joanne Wood, industrial, Senior Center.

Willie Dickens, special agent, Pattye Hand, treasury, Rehabilitation Workshop for Retarded Children.

Louella Wheeler, agency, Leo Hamlin, op-

erating (Oakland), Heart Association.

Bob Weiss, treasury, Gene Macomber, sales, Youth for Service.

Mary Wilcox and Marge Brown, accounting, Intertribal Friendship House.

Barney Pedersen, WP's UBAC chairman, Gordon Eyre, PT&T loaned executive, Golden Gate Neighborhood Centers.

Unable to join the tour were Sam Razzo, freight claims; Dudley Thickens, marketing; Althea Briggs, office services; Freeman Jones, mechanical department (Oakland).



MICROWAVE

direct line of communications

There was a time when Western Pacific depended upon lines strung on poles to carry its telephone, teletype, and telegraph messages. With nothing better, it worked fine for the most part, except when old man winter covered the Feather River Canyon area with snow, pelting rain, slides and floods. The communications department's staff took the brunt of the weather to get the lines opened under conditions far from being favorable. But they got the job done—trains moved again, and backed-up messages were again transmitted.

With today's need to keep trains constantly on the move and to satisfy our customers who rely on up-to-the-minute information in any type of weather, former General Manager L. D. Michelson and Signal & Communications Engineer Bruce L. McNeill recommended that the railroad spend in excess of \$300,000 for a new, reliable microwave communications system which went into service this month.

"The backbone of the system begins at Sacramento," explained Robert E.

Enger, superintendent of communications, who designed the system and selected the paths and equipment. "From there, the transmission is beamed from a 120-foot tower to Sutter Buttes, 47 miles distant. It is there received, amplified, and re-transmitted over a 66½-mile path to Claremont, a mountain top four airline miles south of Quincy. The transmission received at Claremont is then re-transmitted to Portola and Keddie by billboard-type reflectors, necessary," said Bob, "because Portola and Keddie are located in valleys surrounded by mountain peaks which obstruct microwave signals. A 24 x 30-foot reflector on Beckwourth Mountain, 28 miles from Claremont, reflects the path 2.8 miles to Portola. The Keddie path is reflected by a 14 x 16-foot reflector on the mountain side 9.4 miles from Claremont but only one-half mile from the Keddie depot. Oroville and Chico are line-of-sight paths from Sutter Buttes."

Bob emphasized that WP's prime communications importance is the reliability to be obtained in the canyon



Last section of 120-foot tower swings into place at Sacramento with aid of crane and sure-footed workmen, seen through camera of Toni White, former ticket agent and now Mrs. Virgil Edwards, and car distributor. At right, the two dishes atop Sacramento tower point toward Sutter Buttes, 47 miles distant in photo by Bob Enger.



Left-right: One of the buildings near the Keddie depot can nearly be seen through legs of the reflector across the highway. The 30-foot tower on Sutter Buttes provides height enough for space diversity which assures that one of the antennas will always be receiving

usable microwave signal. The grid dish relays VHF radio transmission to Sacramento for SN. The two top dishes on Claremont point toward Sutter Buttes, one on the left to Keddie, and dish through tower towards Beckwourth. These three photos by Bob Enger.

area where winter interruptions are most likely to occur. To improve this reliability, the system was engineered with standby equipment which automatically takes over should normal equipment fail.

VHF radios on Sutter Buttes, Claremont and at a location near Jarbo Gap will be under the control of the train dispatcher, and will permit contact with trains along the right-of-way. Radios on engines and cabooses normally operate on F2, the end-to-end frequency. When answering they switch to F1 which is the dispatchers receiving frequency. The dispatcher always transmits on F2 so that crews are always able to receive. However, the dispatcher will not be interrupted by routine end-to-end conversations.

To use Western Pacific forces to their best advantage and to reduce costs, wooden towers to serve Claremont and Portola were suggested by Robert D. Nordstrom, engineer of bridges and structures. Under his direction a tower with 75-foot poles was designed by Assistant Engineer John Dixon, which has proved to be equal to the extreme weather experienced at that 7,000-foot elevation. A communications gang under the direction of John W. Kendall, general supervisor of lines, installed the poles and bracing using a line truck with hydraulic digger and boom. Other towers of steel were engineered and approved by the engineering department for use at Sutter Buttes and Sacramento.

(Continued)



At left, Bob Enger during a field trip. After spending cold day atop Claremont Mountain, Bill Lake (right) is ready to board snow-cat for trip to lower levels. Photos by Bruce McNeill and Bob Enger.



The system will originally carry 24 voice channels to the various terminals, as well as the dispatchers' telephone circuits and all signal code circuits controlling trains between Pulga and Salt Lake City. The signal circuits will ride on the microwave system from Sacramento to Portola where it will return to the insulated-wire code line.

The microwave system was installed by communications forces under the supervision of Bill Rumsey, general communications supervisor. The equipment is transistorized except for one tube in the transmitter.



At Portola, Bill Rumsey checks over one of several microwave equipment installations. All pictures on this page by Bob Enger except one below of John Dixon by Bruce McNeill.



Assistant Engineer Joe Rutherford carefully sets a transit to stake footings for reflector installation atop Beckwourth Mountain.



Lineman Ed Nay (above) cleared the brush and trees obstructing line-of-sight path of reflector on Beckwourth Mountain. Reflection of tree is shown on reflector's surface. It must remain flat within 1/8-inch overall, even during 100 mile per hour winds.



Above: Engineering's John Dixon, who engineered Claremont tower, visits site during construction to assist in the installation. Left: Lineman Wayne Benedict inspects reinforcing bars in one of three 10-foot holes dug out of solid rock before setting poles and pouring concrete for Claremont tower.

Employee stock purchase plan

The July MILEPOSTS announced on page 11 a management survey to determine how many employees might be interested in purchasing Western Pacific common stock through payroll deductions. However, some employees advise that no survey card was received with their copy of the magazine. For their convenience, the survey card is reproduced below, which may be clipped from the magazine, filled in and returned in an envelope to—

Vice President-Finance
Western Pacific Railroad Co.
526 Mission Street
San Francisco, CA. 94105

The information may also be transferred to a postcard or letter for mailing.

In considering this program you should be aware that financial circumstances among different families vary widely. For some, an additional program of savings through accumulation

of stocks can be desirable. For others, it can be unwise. For this reason it is important that any expressions of your interest should come after consideration of your individual circumstances. You should also feel free to express a desire not to participate. For those who express a desire to participate, it would be with the understanding that you would be able to discontinue at any future time. Those who indicate no interest currently should understand that this would not prohibit participation in the event this program is adopted.

To support a program of this nature, the Company would pay brokerage commissions on the stock purchased through payroll deductions. The Company would also pay the selected brokerage firm a monthly service charge per participating employee to cover their record-keeping expenses, and absorb the cost of handling the payroll deductions through our payroll section.

SURVEY CARD*

I would not be interested in a monthly investment plan at all.	Check One
I would not now be interested in a monthly investment plan, but would consider at a later date.	_____
I would be interested in a monthly investment plan.	_____
I estimate my minimum monthly contribution (through payroll deduction) would be one of the following if I participated:	Check One
\$10.	_____
\$11-\$25.	_____
\$26-\$100	_____

*This is in no way a commitment to participate. It merely reflects my current feeling on the subject.

Please Print { Name _____
Department _____

PEOPLE ON THE MOVE



H. A. O'Rullian and William Gault

Four personnel changes have been announced by Chief Mechanical Officer David F. Pilkinton.

The new position of administrative assistant was given to Hyrum A. O'Rullian, formerly chief clerk, and a 20-year WP veteran.

Hy first worked for WP as stenographer-clerk in November 1941 and became secretary to the chief mechanical officer on March 22, 1944, which led to the chief clerk's position in August 1949. In addition to these full-time duties, Hy has probably also handled more extra-curricular activities than has any other known employee, which combined services earned for Hy the railroad's first PEP Award as the first-quarter 1970 winner. A brief rundown of the efforts made by this 52-year-old Salt Lake City native would include: editor of Sacramento Sporting News, The Yolo County Independent, the Delta Herald, and the Fair Oaks-Carmichael Gazette all at one time from 1939 to 1948 working from 6:00 p.m. to 3:00 a.m.; editor of The Western Pacific Reporter employee newspaper for four years; player and manager of WP's once powerful softball and baseball teams in championship play with a 112-win and 11-loss record; successful handling of Scouting, Little League, Pony League, and Church activities; chairman for WP retirement parties, bowling tournaments and other social affairs;

chairman for WP blood bank and UB-AC drives; and a successful completion of night studies at Sacramento City College for several years. In addition he was always available to help others when his efforts and talents were required.

Hy and his wife, Dawn, and their only child, Aaron David, 26, live in Sacramento.

* * *

William Gault, former Oakland roundhouse foreman, was appointed shop superintendent at Stockton.

He was born on March 24, 1922 at Lossiemouth, Scotland, and attended high school and Robert Gordon's Technical College in Aberdeen. He first worked in Aberdeen in 1936 as an apprentice marine engineer, and from 1943 to 1946 served as a marine engineer with the British Merchant Navy. Scotty joined WP as a machinist at Oakland in 1946, and became roundhouse foreman nine years later.

With his wife, Jessie, and their 11-year-old son, Eric, the family is presently living in Walnut Creek.

* * *

Robert L. Millhiser was appointed mechanical coordinator and will be headquartered in the new Sacramento customer service center.

Bob was born in Los Angeles on December 20, 1928. He graduated from high school in Portola, and earned ad-



Robert Millhiser and Stanley Heaney

ditional credits at Feather River College. He was hired by the Sacramento Northern Railway as a carman helper at Chico on May 1, 1947, then went to Sacramento as a WP carman on August 2, 1951. He has been a carman at Portola since January 18, 1952, and for about ten years was local chairman for the Brotherhood of Railway Carmen, Portola Lodge #562. Bob has a private pilot's license, is a member of the Plumas Ski Club, and senior deacon of F&AM Grizzly Lodge #601, Portola.

Bob and his wife, Shirley, have two children, Pamela, 19, and Fritz, 17, and are living in Sacramento.

* * *

G. Stanley Heaney succeeded Hy O'Rullian as chief clerk to chief mechanical officer.

Stan is a native of Hutchinson, Kansas, born January 30, 1922. He graduated from San Juan High School at Fair Oaks, Calif. and has since completed several adult education classes, including accounting and data-processing, at American River College in Sacramento during the past 15 years. He first worked as a teller trainee for Bank of America in Sacramento, and was an instrument mechanic at McClellan Air Force Base before coming to WP as assistant statistical clerk at Sacramento Shops in January 1946. He became assistant accountant in 1947, A.F.E. accountant in 1955 and has

been head A.A.R. clerk since May 1965.

Stan was secretary, board of directors, for the Carmichael Presbyterian Church in 1969 and is presently serving as deacon. He has contributed considerable time to Scouting, Pony and Colt Leagues baseball, and 4-H Club activities.

Stan and his wife, Margaret live in Carmichael. Their children are Wayne, 18, Alice, 16, and Lori, 12.

They Have Retired

Mariano Amaro, Sacramento Northern laborer, Sacramento, 21 years 4 months.

Julius M. Colberg, locomotive engineer, Stockton, 47 years.

Delmar A. Cook, switchman, Sacramento, 18 years.

Inez S. Doucette, statistical clerk, San Francisco, 25 years.

Brodie V. Green, sheet metal worker, Oroville, 26 years.

Fred Green, sleeping car porter, Oakland, 33 years 11 months.

Joseph Hayes, marine oiler, San Francisco, 30 years 5 months.

Ralph T. Lowry, hostler helper, Portola, 32 years 2 months.

Robert A. Mauchette, brakeman, Winnemucca, 28 years 5 months.

Robert W. Merrill, motor grade operator, Orem, Utah, 19 years 8 months.

Richard J. Nelson, switchman, Stockton, 17 years 6 months.

Juan G. Pedroza, hostler helper, Winnemucca, 44 years 9 months.

Preston O. Polmanteer, Sacramento Northern brakeman, Yuba City, 26 years 4 months.

James C. Rice, locomotive engineer, Elko, 41 years 10 months.

Orville E. Roney, conductor, Stockton, 32 years 11 months.

Walter G. Swasey, brakeman, Stockton, 25 years 1 month.

Letters Received

Anna Belle Gets Around

Thank you very much for sending MILEPOSTS to my new address. I should hate to miss even one issue. I haven't finished unpacking and hope to locate newspaper clipping of my last travels. Haven't decided on my next trip. I was invited by Captain Rawlings and wife, Jane, to visit our Naval Base at Guantanamo Bay, Cuba. After clearance in Washington and reservation on a Government plane I flew from Norfolk, Va. to the Base and was met by Jane and Grauer. Received the VIP treatment. The Captain's gig conveyed us to their beautiful residence with the Captain and crew in dress whites. After 30 wonderful and exciting days visiting, including snorkelling in the Caribbean, I flew to Kingston, Jamaica, Montego Bay, Ocho Rio, etc., then to Haiti, San Juan, St. Thomas, back to Kingston to fly west to Merida, Yucatan and up through Mexico. It would take many pages to describe all of the things I did and saw. Also visited my half brother, Thomas Y. Glenn and family in Tucson. Finally back to Pocatello. Missed all of the Idaho winter and the weather was beautiful all the way. If I locate the newspaper article will send it to you. There was a very good picture included. Again, thanks for the MILEPOSTS. Can't believe Mark Windus is 90—gee, I'm only 75½! I thoroughly enjoyed the 20 years I worked for Western Pacific and all you nice people.

I have, and am, really enjoying retirement, as well as my travels to Hawaii and the outer islands and nine countries in Europe, as well as the

privileged visit to our Naval Base at Guantanamo Bay, Cuba.

I'd like to hear from some of the WP retirees in this vicinity.

Anna Belle Albrecht
2960 Calderwood Lane
Sacramento, Ca. 95821

Editor's note: When Anna Belle was first trick operator at Wendover her article, "Lady Train Dispatcher," appeared in the January 1955 issue of the Railroad Magazine. The editor claimed to his knowledge Anna Belle was one of only four female train dispatchers to ever hold down that position. She was telegrapher at Wendover when she retired.

* * *

Air Force Honor Student

We thought it might be of interest to the switchmen in Stockton who worked with our son, Franklin, to know that he is now stationed at George AFB in California, where he is continuing his studies and training in jet maintenance. He received basic training at Lackland AFB, Texas. His "squad" of which he was squad leader was awarded the "Spirit of Flight" award. From there he went to Sheppard AFB, Texas to begin his training as an aircraft jet maintenance specialist. On completion of this course he received a special certificate in recognition of his academic excellence as an honor student. Since less than 20 percent of the graduates of training courses at Sheppard AFB receive grades high enough to be named "honor students," his Colonel felt we should be very proud of his achievement. Needless to say, his father, Brakeman Bill Giroux and I are very happy with his success in his chosen branch of the U.S. forces.

Mrs. Bill Giroux
2491 Baldwin Avenue
Oroville, CA. 95965

(Continued)



Having trouble making ends meet?

If your wallet has been a little thin lately, your railroad offers you an opportunity to make it a bit fatter.

It involves SAFETY—for you and all your co-workers—something you probably give a lot of thought to every working day. Unfortunately, the railroad isn't able to read your mind, but it is more than anxious to learn your thoughts on the subject.

In June, Jim Brennan, manager-rules & safety, issued a bulletin-board notice to all employees offering one share of the railroad's common stock each month to the employee submitting the best Safety Suggestion adopted by his office. In addition, ten shares of WP's common stock will be awarded to the employee whose monthly Safety Suggestion is adopted as being the

best annual suggestion. Evaluated employees are not eligible for these awards, although in the interest of Safety their suggestions will be most welcome.

Jim also announced that suggestion boxes for your convenience would be set up at safety center locations all along the railroad. This has been temporarily delayed because of difficulty in obtaining suitable boxes within the department's budget. Meanwhile, until these boxes are installed reasonably soon, give your Safety Suggestion to your supervisor who will forward it to Mr. Brennan. "We want to begin giving these monthly awards immediately," said Jim. "Safety is a two-way street between the railroad and the employee. No one person knows all the answers that will insure safety for every worker. But, collectively, we may come up with the right answers and that's the reason we're anxious to get this program started. There's a two-way interest for you, too—your safety on the job, and added income."

Letters Received . . .

They Were Mailed

We found your recent article on "... new branch line ..." to National Lead's magnesium facilities now under construction at Rowley, Utah most interesting, and would like to share it. We would very much appreciate receiving a few copies of MILEPOSTS' July 1970 issue if your supply is such that you could do this.

Jerry R. Strickland
Manager-Marketing
National Lead Co.
Magnesium Division
238 North 2200 West
Salt Lake City, UT. 84116

R.R.B. annuities increased

A bill raising regular railroad retirement annuities by 15 percent was signed into law by President Nixon, according to a news release in August by the Railroad Retirement Board. The increase is retroactive to January 1, 1970 and will be paid to the majority of beneficiaries on the payment rolls.

In addition, a bill, H.R. 18124, was introduced last June 18 to further amend the Railroad Retirement Act of 1937 to provide a 5 percent cost-of-living increase in annuities, and for other purposes.



Caboosing

STOCKTON

Elaine Obenshain

John L. Beard, son of Engineer and Mrs. K. H. BEARD, graduated from Stevens Institute of Technology in Hoboken, N. J. on June 6 with high honors. John had a straight A for this last spring semester, earning his bachelor of science degree in chemistry. He plans to attend the University of California at Santa Cruz, where he has been awarded a grant for research and teaching assistance in working toward his master and doctorate degrees.

Navy AO 111, DAVID I. FINLEY, WP brakeman and son of retired Engineer and Mrs. IVAN V. FINLEY, was home on 30 days furlough from Naval Air Station, Cecil Field, Fla. during June.

Engineer JULIUS M. COLBERT, Number One on the engineer's seniority roster, retired on June 30 with 48 years and three months service. He began his employment with WP on June 10, 1923 and was promoted on September 2, 1936. Julius tells us that he and his wife are "just going to set around the farm and raise cattle." We wish them a long and happy retirement.

Switchman HUGH V. WRIGHT retired on May 16 after 20 years 7 months service, which began on October 10, 1949. Hugh began his railroad career in 1928 on the NYC at Youngstown, Ohio and worked for the SP and SFe before coming to WP. His hobby is woodworking but his plans include relaxing, fishing, painting his



Hugh Wright (baseball cap), Engineer J. P. Rice (dark glasses), Switchmen R. N. Nelson (hat), J. F. Ward, G. L. Columbia.

home, and traveling. The Wright's have three sons, living in Stockton, San Jose and Los Angeles, and five grandchildren. We hope that retirement is most enjoyable.

Engineer ALBERT L. LENTZ retired on May 31 with 28 years service, having first worked for WP on May 9, 1942. He was joined in retirement on July 23 by Brakeman WALTER C. SWASEY, who first worked for WP on July 21, 1945. We hope Albert and Walter have many happy years in retirement.

Congratulations to WILLIAM "SCOTTY" GAULT, former roundhouse foreman at Oakland, who was promoted to shop superintendent at the

Stockton diesel facilities. Also, congratulations to M. J. GOSNELL, who has been promoted to position as assistant agent at Stockton, having previously worked at Sacramento. We welcome both these men to Stockton!

Retired Carman and Mrs. ELVIN S. MULLINS celebrated their 50th Wedding Anniversary on August 8 at the home of their son and daughter-in-



Mr. and Mrs. Elvin S. Mullins

law, Mr. and Mrs. Kenneth Mullins in Stockton. Honored guest, among the 82 who attended, was Mr. Mullins' mother, 89 years of age. The Mullins have four sons, WP Clerks GERALD W. CHURCHILL (Stockton) and LARRY M. MULLINS (San Francisco); Kenneth and Donald Mullins, PT&T employees at Stockton; ten grandchildren, and three great-children. Elvin retired from WP on May 31, 1964 with 21 years service, preceded by 15 years with the P.F.E.

Our deepest sympathy to the families of Conductors RICHARD M. BEAM, JOHN C. GRAY, and ORREN K. PRENTISS; and Pile Driver Foreman GOTTHIELF (GEORGE) ROEHL, who passed away suddenly, and to the families of retired Section Laborers TIBURCIO GONZALEZ, who passed away in Mexico, and MANUEL LUEVANO.

OROVILLE

Helen R. Small

Patricia Lynn Robinson, daughter of Switchman and Mrs. A. L. ROBINSON, graduated from Oroville Union High School in June and has been working as a nurse's aide at a convalescent hospital all summer and will enter the Wyman School of Nursing in Sacramento.

Carman R. S. PATTISON retired on July 31, and his plans were to take his wife on a trip through the Northwest and into British Columbia for the first leg of their planned travels. We hope their experiences will be most enjoyable during a long, happy retirement.

We were sorry to learn of the death of retired Conductor ERNEST L. PENNINGER at a local hospital on July 31. "Pen" was born in Oregon on October 4, 1889. He is survived by his widow, Violet; a sister, Mrs. Mildred Legg of Wisconsin; and several nephews. Burial was in Memorial Park Cemetery in Oroville.

Welcome back to Yardmaster D. C. SMITH, who had been absent for a time following further eye surgery in San Francisco.

Our best wishes for an early recovery to D. C. "DAVE" CHARLEBOIS, who is a patient in the Medical Center Hospital.

PORTOLA

C. E. "Gene" Rowe

Yardmaster and Mrs. H. O. PARRISH are in Holland from where they will tour other European countries, and we hope they will have many interesting stories to tell us after their return.

Clerk and Mrs. J. W. WEDDELL spent their vacation on a Canadian railroad and said they had a wonderful time. One thing they liked was that their fare included meals and roomette.

Robbin Crumpacker, daughter of Diesel Foreman R. W. CRUMPACKER

and Clerk MRS. M. R. CRUMPACKER, was installed as Worthy Advisor in the Rainbow for Girls on July 19. Our sincere congratulations to Robbin!

We're going to miss GLADYS LARGAN, trainmaster-roadmaster clerk and co-Correspondent, who has taken a leave of absence to live in Elko, but sincerely hope her health will soon be very much improved.

SAN JOSE

Lee Marshall, Robert Mead

A big welcome to SUSAN CROOKS, who is working in our district sales office as secretary on a temporary basis.

San Jose's Branham Hills Little League senior division team (ages 13-15) almost made it to the Little League World Series held this year in Gary, Ind. They first won the Santa Clara County district, defeated Fresno and Hayward at Hayward, played in the sectionals at Sacramento and defeated the Plumas County representative team from Oroville, then defeated San Mateo for the Northern California Championship. It was a little tougher down at Santa Ana, finishing fourth for the western half of the U.S. Three members of the champion Branham

Hills team played on a San Jose team coached by Agent ROBERT J. MEAD, Bob's own son, Chris, at 1st base. Jim Degnon was catcher, and Steve Sponberg, shortstop.

SAN FRANCISCO

Marge Brown, Ruth Stone

FRED W. CARBINE, who retired as revising clerk at 8th and Brannan streets office, had quite a birthday party on July 21 at the home of his brother-in-law, LARRY GERRING, revenue accountant. "It was a real wingding affair with champagne, wine, food, and a real surprise to me," said the 85-year-old guest of honor. "There were about a dozen of us, all members of the family." Fred lives at 1759 Hester Avenue, Apartment 9, San Jose 95128.

What must be a record for WP employees, was the recent return from an eighth trip to Europe by BOB GOLDEN, secretary-clerk, president's office. This time Bob visited Ireland, Scotland, Norway, Sweden and Denmark. "I've now been in every European country except Finland and Albania, and hope to see Finland on my next trip. Inasmuch as U.S. citizens are not allowed to visit Albania at the



The three boys from team coached by Bob Mead are in second row with members of the championship team. Second and third from left are Jim Degnon and Steve Sponberg. Bob's son, Chris, is second from right.

present time," said Bob, "that will have to wait until restrictions are lifted."

Another quite regular tourist is JEANNE QUILL, marketing secretary, who left August 18 for Frankfurt, Germany. After renting a car there she planned to drive to Barcelona, then fly to Palma, then to Majorca, where she will stay in Porto Petro with friends. "From there, who knows?" said Jeanne. "I may find work there or may travel more."

Yardmaster REINHOLD SCHMIDT and his wife are spending a vacation in England, where daughter, Heidi Kathryn, 24, was married to Roderick Henry Dawson on August 15 at St. Nicholas Episcopal Church Blundellsands, in Liverpool. Heidi is teaching in England, and they are living in Formby.

VOLUME 22, No. 9 SEPTEMBER 1970



Milepost 213: In distance station Kramm, named for Senior Assistant Engineer-Projects August A. Kramm who surveyed area for WP's new main line before retiring on July 31, 1955 with 47 years of WP service.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



SEPTEMBER 1970



To get next dance with his bride, Halford pins currency to Ora's dress as others who danced with the bride and groom had done.

Congratulations to Ora Cecilia McDonald on her marriage August 8 to Halfred David Branco in Hayward. Ora is the daughter of LILLIAN McDONALD, general accounting, and her husband, Harold. The newlyweds both will attend California State College.

Congratulations to VERA BROWN, on leave from marketing department, and her husband, Alonzo, who announced the arrival of a daughter, Monisa Nilaja, at 2:30 a.m. on August 20. Monisa weighed 7 lbs. 7½ oz.

MAUREEN CULHANE, payroll clerk, general accounting, left August 19 with her two brothers and a friend to visit friends and relatives in Ireland. After touring in England, France and Italy Maureen will return October 5.

Our condolences to the family of JOSEPH C. MARCHAND, retired general purchasing agent, who died on August 24 at the age of 76. Joe retired in March 1959 with 44 years service. Funeral services were held in Sacramento. Survivors include his widow, Adeline; a son, John; a daughter, Joanne Kennerson; and five grandchildren.

WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

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RAILROAD
LINES

Within next year or two construction will start on 80-mile automated electric line between a Peabody Coal Co. mine at Black Mesa, Ariz. and generating station north of the Grand Canyon at Page; generating units will use 23,000 tons of coal daily when at full capacity.

* * *

Erie Lackawanna using helicopter to pull wire into place on pole lines to speed work of upgrading communications and signal lines.

* * *

An \$800,000 pontoon bridge and backup yard at Seattle's Pier Two permits Burlington Northern traffic to continue from Seattle to Alaska with minimum transfer time with four and one-half day voyage time.

* * *

Southern and Burlington Northern have begun 418-mile run-through service between Galesburg and Louisville, pooling locomotives and cabooses via Centralia, Ill.

* * *

Another "run through" 3,494 mile freight service between Richmond, Va. and Richmond, Calif. is operating in both directions over Seaboard Coast Line, Frisco, and Santa Fe.

* * *