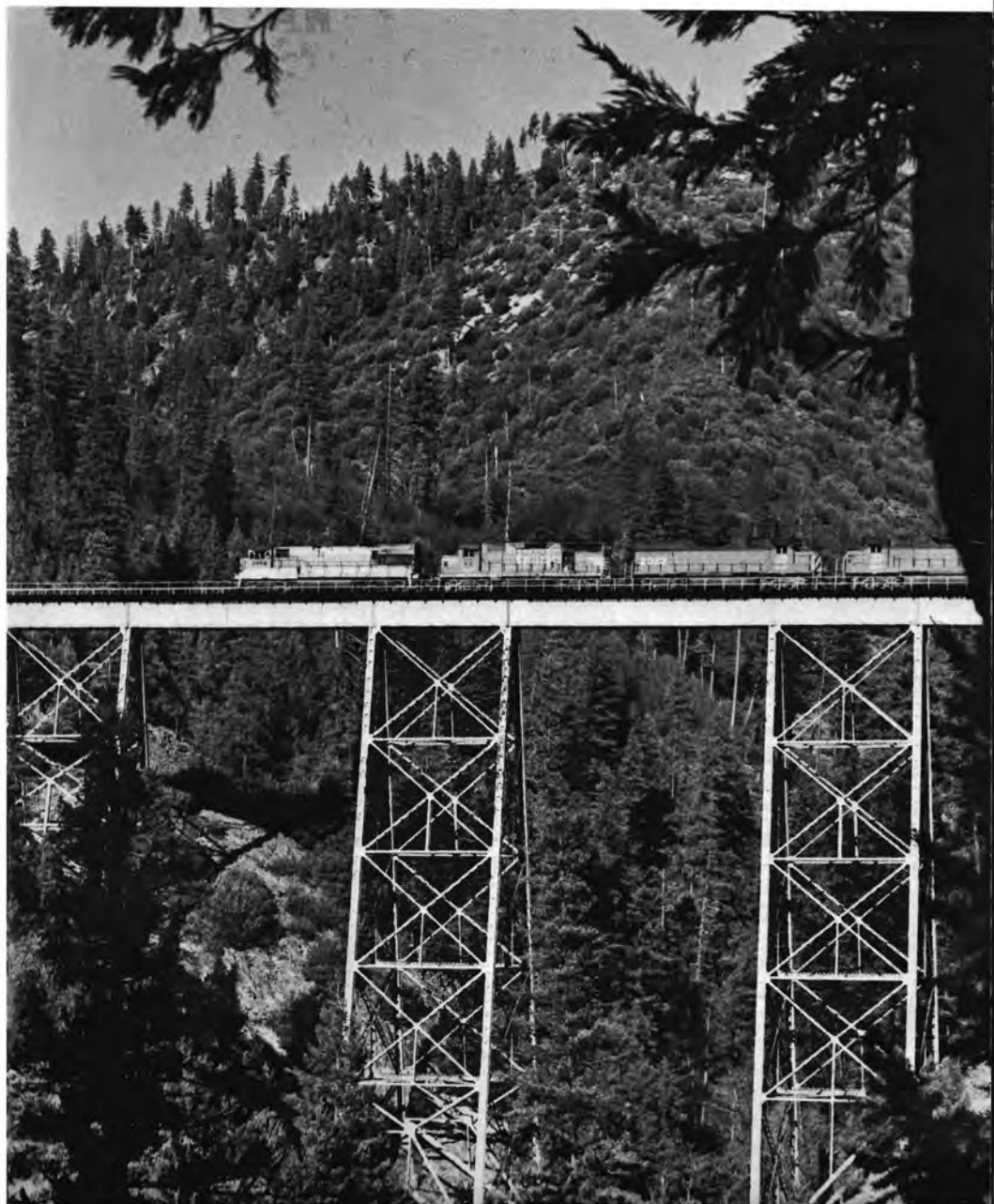


WESTERN PACIFIC
Mileposts

MARCH-APRIL 1974





Finding energy with Barytes

Did you know that a lot of mud has to go down an oil well before any "black gold" may come out?

Bariun Sulphate or Barytes as it is known in the petroleum industry is mined in numerous areas of the United States including the state of Nevada. It is a mineral which is primarily used as an aid in drilling for oil and gas.

Often referred to as drilling mud, barytes is used mainly to line and seal the walls of an oil well to prevent leakage. Barytes Mud also serves to lubricate the drill bit and float the cuttings to the surface of the well.

Drilling mud is actually a combination of ground barytes and water. Oil wells may differ in their need for drilling mud depending on hardness and porosity (pores) of the rock layers. It is not unusual for an average well to consume 500 tons of the material.

The Western Pacific serves a number of baryte mines in Northern Nevada. The unrefined bariun sulphate



Crude Barytes ore is unloaded from new WP 100 ton open top hopper cars at Custom Milling Company yard in Salt Lake City, Utah. (below) Crude ore is placed on conveyor to be ground into a fine powder.



is loaded in 100 ton open top hopper cars at points like Battle Mountain and Beowawe. This material is then shipped to "grinders" which transform the rough material into a powder the consistency of talcum. The grinding plants at Salt Lake normally serve oil fields in Northern Utah and Southern Wyoming. The facilities along the Gulf Coast process Barytes used in drilling sites in offshore wells. The refined material is normally bagged and transported by truck to the drilling site.

A number of firms also grind the product at the mine site in Nevada.

This is done in Battle Mountain, Dunphy and soon in Argenta. This already processed material may also be shipped by Western Pacific to Salt Lake City or the Gulf Coast bagged or in bulk. These shippers also send ground barytes in bags to Alaska.

The current energy crisis and the increased exploration for petroleum is stimulating a great deal of need for barytes. The Western Pacific's participation in this traffic may increase by 300% by 1975. Additionally equipment is now on order to handle much of this increase in traffic. ■

Barytes in powder form (with the consistency of talcum powder) is bagged and loaded for shipment by rail and truck to oil and gas drilling sites across the country.



WP Energy Report

The Jan.-Feb. MILEPOSTS article on energy conservation has received a hearty response. The W.P. Energy Committee is happy with the cooperation shown by employees.

As we go to press, the supply of gasoline, at least in the San Francisco Bay Area, has shown a marked improvement. For readers who live outside the Bay Area, the news reports on the shortage were accurate.

It was a happening one had to experience to fully appreciate the proof

of our dependence on a commodity item. It was one which had been believed inexhaustable, but no longer.

Do not let the easing of the gasoline situation lull you into believing there is no shortage of natural gas and electricity. Petroleum shortages are total and affect electrical energy too.

Approximately 50 percent of the electricity in Northern California is created by hydroelectric, geothermal and atomic reactor plants. The balance comes from steam driven generators using natural gas or oil as the source of heat. Gas is the usual and preferred fuel because of ease in transporting via pipelines, burns rela-

Energy Report . . .

tively clean and produces a given amount of heat at a lower cost than oil.

These percentages are based on adequate rain and snow. In the event of a dry season, the need for gas and oil could rise to 75 percent.

Unfortunately, outside sources of natural gas moving into California have been severely cut back. The gas-producing well within California cannot even begin to supply the current demand of the homeowner, industry and utility companies combined.

Reliable sources indicate the odds are that the electrical storage will worsen before it improves. This should remind you that our energy shortage is not really past.

By the way, now that gasoline is more readily available, let's get rid of that fuel you have stored at home or in the car. After all, we dislike losing a reader. ■

Editor's note: Due to the large number of names to be reported, the "Appointments" column will appear in the May-June issue.



Sheldon Glatt, Director Customer Services, looks on as R. E. Artusy, Director Transportation receives a "100 NOW" club button from W. F. McGrath, Asst. Vice-President-Sales.

\$100,000,000 Our Goal 4 '74

The Marketing department has established a realistic revenue goal for 1974. This is very close to achieving a major breakthrough for Western Pacific: The first \$100 million revenue year in the history of the Western Pacific.

It will take all-out efforts by all our employees if this goal is to be achieved. We are all members of the "100 NOW CLUB." Be an active participant. Take part in all the club's activities.

Members of the Western Pacific who are not a part of the direct sales force certainly are key members of this effort. That little extra effort that creates a WINNING PERFORMANCE will make it all the more possible to achieve "100 NOW."

Front Cover Picture

WP #3068 leads a string of BN units on to high steel trestle on the "High Line" just after leaving Keddie with BN symbol freight (BN-138), January, 1974. Photo by Ted Benson.

Annual Safety Awards

This year's first place safety awards go to supervisors in four departmental areas.

For the Operating Department, Mr. J. W. Kiser, Road Foreman of Engines at Keddie, receives the award for the safe performance of transportation employees working under his supervision during the past year.

This award, commemorating a year's safe service, was first won in 1969 by H. E. Parks, then operating supervisor at Elko.

In the Maintenance of Way Department the new winner is Mr. M. C. Higley, Roadmaster for Elko.

For the Mechanical Department Mr. R. C. Furtney, Master Mechanic also at Elko, is this year's recipient.

And in the Signal and Communication Departments, Mr. D. Thomson, Jr., signal supervisor at Hayward, wins for his exceptionally safe work force.

Congratulations, as well as the privilege of holding the safety award plaque for a year, go out to these winners who are recognized as having safe employees. All of the men working for these four supervisors will receive individual safety awards for their efforts as well.

New Transport Safety Awards

A new Safety Award Jacket program was started in January at the Western Pacific Transport Company terminals.

To win an award the WPT terminal must go one month without a chargeable vehicular or industrial injury of any kind. The attractive jackets are white with red and blue striping and a decal showing the WPT logo with the words "Safety Award." The award goes to the senior man at the terminal that qualifies for the month with the exception that Oakland terminal can receive two jackets because of the larger number of drivers compared with Salt Lake City.

Month of January—no winners.

Month of February—winner—Salt Lake Terminal—and driver Gary Kunz.

Gary and his wife Shirley Ann live in Salt Lake City with their four children (all girls), Shelly Ann, Trudy Lynn, Wendy Lee and Cindy Lee.

Gary's hobbies include karate, bicycle riding and oil painting.

Congratulations to Gary and the Salt Lake Terminal. We hope every month will be a Safety winning month for WP Transport Company.

WPT first safety award winner Gary Kunz is pictured after receiving his new jacket.





On hand for the official unveiling at Renton, Washington were (left to right) Ralph Dinkel, WP; Jay M. Ostrow, WP; W. J. Rowley, Weyerhaeuser Co.; Tony Bohorifoush, Jr., PC&F; Vic Olson, Campbells Soup Co.; J. L. Marches, WP; Tom Hobeck, WP; and Richard Roland, PC&F.

YARDS & METERS OUNCES & GRAMS

The Western Pacific is the first U.S. railroad to dual mark the freight car fleet with standard measurements and the metric equivalents. The conversion from marked sizes and capacities on freight cars to a system of showing both metric and conventional measurements of weight and size began in February. The delivery of 250 insulated, cushion underframe, air bag bulkhead equipped box cars from the Pacific Car & Foundry at Renton, Washington initiated the new markings. The new cars are numbered 65201-65400 and 66501-66550 inclusive.

The basic units in the metric system are the meter (39.37 inches) for linear measure and the gram (0.035 ounces) for mass or weight. This system of weights and measures is known as the International System of Units.

Harry J. Bruce, Vice President-Marketing, stated the principal reasons for showing both systems of measurement on the cars are "that passage of pending federal legislation for the U.S. adoption of the metric system is inevitable and that practically every industrial nation has already converted to the metric system. The Transportation Association of America has called for a nationally coordinated program of conversion to the metric system. Moreover, by making this conversion, U.S. rail transport will be more comprehensible to for-

WESTERN DIVISION GOLF TOURNAMENT

The second annual Western Division Golf Tournament and "Bronco Appreciation Day" picnic will be held on Saturday, June 1, 1974, at Graeagle, California.

Families are invited to come and enjoy the picnic lunch and refreshments to be served after the golf tournament. There is no fee for the picnic. Teeing off will start at 8:30 A.M. for the men at Graeagle Meadows Golf Club at Graeagle, Ca. And for the women, "teeing off" will be (same time) at the Feather River Inn, Blairsden, Ca. There will be prizes for the ladies and the men.

An Entry Fee of \$8.00 will cover golf fee and prizes. You may sign up individually or in foursomes. The golf tournament will be limited to 30 foursomes. In the event there are more than 120 entries, those received first will be given starting times.

Reservations and information contact:

Mrs. Elsie Gonsalves
Western Pacific Railroad
1025 - 19th Street
Sacramento, Ca.

or

Mr. Phil Oels
Western Pacific Railroad
P.O. Box 446
Keddie, Ca. 95952

And have a great day in the "Feather River" country.

eign shippers."

This new marking system will help to make the interface between ocean and rail carriers more compatible because of the ocean carriers' greater reliance in recent years on the metric system.

Centennial Railroader



March 17, 1974, Robert R. Fagan (right) celebrated his 100 year birthday with his wife Vera and friends.

Robert R. Fagan was born March 17, 1874. That's 100 years ago and his retirement from WP was back in 1937.

He started his railroad career before the turn of the century with the Wabash Line and later the Missouri Pacific. Then it was on to the Chicago, Peoria and St. Louis Railroad as a section foreman 'til he got the urge to go west. The Oregon-Washington Railroad and Navigation Company saw Mr. Fagan for a while, but he came to California and the WP in 1910, the same year of the first passenger run.

A year later he was married to his wife Vera, in Redwood City and they have been 25 year residents of San Jose since he retired.

His last employment was as section foreman and assistant roadmaster at Quincy, California.

Robert Fagan saw 100 years of railroading and was a part of it for over half that time. He passed away on April 4th with a wealth of memories of a time few can imagine. He is survived by his wife Vera. Home address: 344 West Court, San Jose, California 95116.

They Have Retired



Charles J. Fischer



Stanley E. Dinkel

Charles J. Fischer

The career of work and service behind retiring Charles J. Fischer, on Feb. 1 district sales manager for Salt Lake City, is one which might be an example to others. His unique and flexible abilities have carried him through life in many capacities.

From the oil fields of his youthful days in his native Utah to his depression interrupted college education in 1930, Charles's 44 years with the W.P. have asked much of his abilities.

Moving throughout the system as a general agent and sales manager from Los Angeles to Salt Lake City, Charles has become involved in community relations wherever he found himself. Lions Club, Chambers of Commerce, Traffic Management Clubs, scoutmaster and president of Delta Nu Alpha of Salt Lake City, are a few of his memberships.

But this fly-tieing outdoorsman now looks forward in his own words, "to teach the trout in Flamming Gorge and the black bass in Lake Powell a few new tricks." His expert wood-working skills will soon come to the assistance of his son Robert in building and perhaps furnishing a new home. Charles Fischer, as always, has lots to look forward to.

Stanley E. Dinkel

After a total service of 43 years with the Western Pacific, Stanley E. Dinkel retired as Sales Manager at Stockton on February 28, 1974.

Stan was born in New Albany, Ind. in 1909. After graduation from Stockton High School in 1928 he went to work for the WP as a steno clerk at Stockton. Over the years he has worked as chief clerk, salesman, general agent, assistant freight traffic manager and sales manager.

Professionally he is a member of the Stockton Traffic Club, Stockton Chamber of Commerce, the Woodridge Golf & Country Club and Ben Ali Temple, in Stockton.

Stan and his wife Fran live at 3216 Country Club Blvd., Stockton, Calif. 95204.

Daniel J. Laughlin

General supervisor of track Dan Laughlin was honored at a retirement dinner held in the Marriott Inn in Berkeley on March 1st. The eldest son of the former Western Pacific section foreman at Hayward, Dan has continued the tradition established by his father John D. Laughlin. In 1927 Dan entered Western Pacific service in the maintenance of way department at Hayward. Since that time he has worked at Midway, Sunol, Oakland, Winnemucca and San Francisco. Two of Dan's brothers also worked for the WP, one in maintenance of way and a second brother "Nick" is in train service.

With a most successful career on both Eastern and Western divisions of the WP, Dan now directs his attention towards a few projects in the Sunol and Southern Alameda County area. He is taking an active part in



Among the many well wishers who attended Dan Laughlin's retirement party were Mrs. C. A. Gerstner, Mr. & Mrs. Frank R. Wolfred, and Dan and Mae Laughlin.

the development of the county and is well known to all who are striving for long-range improvements in the community. Needless to say, Dan plans to stay active in his retirement.

David G. Hutchinson

An overflow crowd of friends and co-workers attended a memorable retirement party for assistant division engineer David Glenn Hutchinson, on March 19th.

"Glenn" is one of the few employees on the railroad who has worked in all sections of the Maintenance of Way department and at almost every station on the Western Pacific system. He graduated from Metropolis High School, Nevada in 1929 and the next year started his career with the WP as a Compressor Operator on the Western Division.

The variety of jobs "Glenn" has held is almost endless. However, a sampling of his 44 years' service would include the following: burro crane operator, laborer, relief pumper, W.S. repairman, line rider, motor car maintainer, bridge & building inspector, B&B supervisor and Assistant Division Engineer.

"Glenn" will be sorely missed by his peers and his superiors, since he could always be depended on to solve the tough field problems with initiative, ingeniousness and with a practical approach to the needs of the company. Glenn and his lovely wife Barbara make their home at 321 Jackson St., Quincy, Ca. 95971.

William E. Butow, Alameda Belt Line, engineer, Oakland, 35 years 10 months.

Criss R. Clifton, Central California Traction Co., conductor, Stockton, 13 years 5 months.

Stanley E. Dinkel, sales manager, Stockton, 26 years 6 months.

Joe A. Dotson, mechanic, Stockton, (correction) 42 years 7 months.

Willes E. Fields, Tidewater, Southern Railway, brakeman, Modesto, 20 years 10 months.

Charles J. Fischer, sales manager, Salt Lake City, 43 years 9 months.

Kathryn S. Fiscoe, clerk, San Francisco, 26 years 5 months.

Vernon A. Foster, locomotive engineer, Stockton, 43 years 3 months.

Albert J. Gallego, Central California Traction Company, trainman, Lodi, Ca., 35 years 9 months.

Ralph E. Gibson, machinist, Stockton, 37 years 7 months.

Harlan G. Henneman, clerk, Oakland, 32 years 11 months.

Merlin C. Higley, roadmaster, Elko, 36 years 8 months.

Charlie L. Hilton, laborer, Western Division, 17 years 10 months.

Daniel J. Laughlin, general supervisor-track, San Francisco, 45 years 11 months.

Harry S. Mezza, carpenter, Western Division, 19 years 6 months.

Robert L. McQuarrie, conductor, Elko, 45 years 10 months.

(Continued on next page)



Service Pin Anniversaries

March-April 1974

45-YEAR PINS

| | | |
|--------------------|-----------|---------|
| Raymond L. Ackeret | Carman | Oakland |
| Othol G. Hall | Conductor | Portola |

30-YEAR PINS

| | | |
|---------------------|---------------------|----------------|
| Edward G. Al Villar | Carman | Stockton |
| Homer G. Birdsall | Brakeman | Salt Lake City |
| Ferris J. Emerick | TCS Maintainer | James |
| Eileen E. Frost | Clerk | Sacramento |
| Betty J. Hill | Clerk | Oakland |
| Barbara R. Moffitt | Clerk | Stockton |
| William J. Walker | Signal Test Foreman | Sacramento |
| Wilson O. Welsh | Clerk | San Francisco |

25-YEAR PINS

| | | |
|------------------------|-------------------------|---------------|
| Shirly V. Lyons | Statistical Clerk | San Francisco |
| Wayne R. Benedict | Division Lineman | Keddie |
| R. D. Hanson | Transit Clerk | San Francisco |
| Frank E. McKinnon | Estimating Engineer | San Francisco |
| Buddy L. Burris (JAN.) | Yardmaster (correction) | Oroville |

20-YEAR PINS

| | | |
|-----------------|------------|------------------|
| K. H. Crouse | Yardmaster | Oakland |
| F. G. Dominguez | Welder | Western Division |
| Louis R. Nuzman | Carman | Oakland |

15-YEAR PINS

| | | |
|---------------------|---------------|------------|
| Carlos D. Albares | Laborer | James |
| Andres V. Domingo | Brakeman | Elko |
| Francisco G. Burgos | Track Laborer | Sacramento |
| Gilbert M. McGarr | Brakeman | Oroville |
| Dante A. Menicucci | Brakeman | Elko |
| Bobby J. Morris | Brakeman | Stockton |
| Kenneth E. Niemeyer | Switchman | Stockton |
| Manuel Tinoco | Laborer | Sacramento |
| Mark O. Williams | Brakeman | Elko |
| Gordon O. Wilson | Brakeman | Stockton |
| Larry C. Wright | Brakeman | Portola |

10-YEAR PINS

| | | |
|-------------------|-----------------------|------------------|
| Vicki L. Black | Programmer Analyst | San Francisco |
| D. J. Morretti | Abstract & Code Clerk | San Francisco |
| D. J. Morrison | Laborer | Western Division |
| J. W. Ricketts | Relief Clerk | Stockton |
| Dean L. Treichelt | Programmer Analyst | San Francisco |
| T. Valdez | Laborer | Eastern Division |

They Have Retired . . .

Ervin G. Schronen, B&B helper, Oakland, 46 years 6 months.

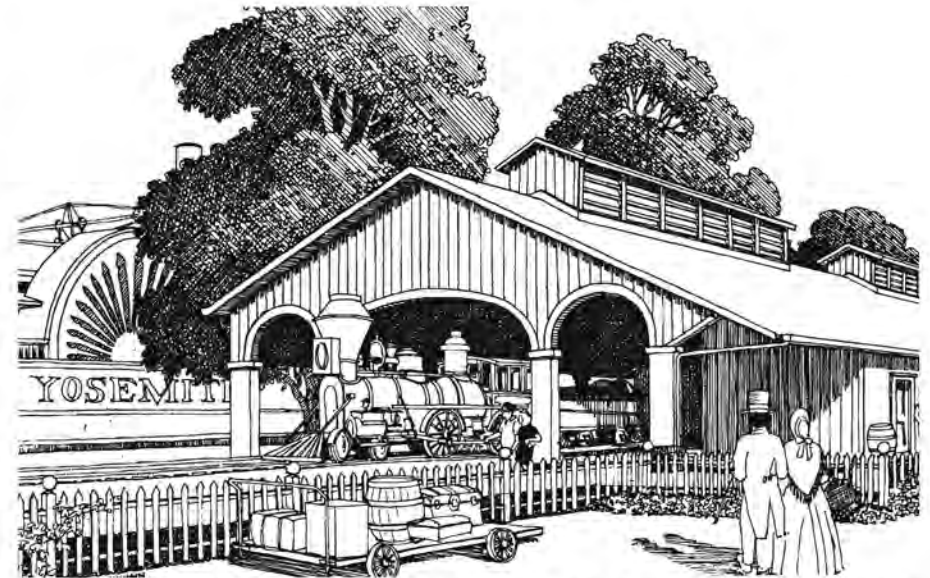
Glenn A. Silva, electrician helper, Stockton, 30 years 6 months.

Raymond G. Spataro, carman, Sacramento, 28 years 3 months.

Lenore Studd, head machine operator, San Francisco, 27 years 10 months.

Richard V. Wolf, store helper, Sacramento, 33 years 10 months.

Billie Woods, Tel-clerk, Oroville, 29 years 7 months. ■



Part of the waterfront restoration will feature the old Arcade Station, recalling the early days of the railroad and the activity along the riverbank some 100 years ago.

Prop. No. 1 would fund State R.R. Museum

If current state bond proposals are passed, the city of Sacramento (and California) will find itself with the foremost railroad museum in the country.

Five million dollars out of some \$60 million for development of many historical projects, is to be appropriated to build the museum adjacent to the currently restored "Old Sacramento" area near the riverfront.

The old Arcade Passenger Station, a freight depot and the Steam Navigation Company terminal for riverboats would be rebuilt to their former style.

Diamond stack locomotives, such as the C. P. Huntington and Governor Stanford, dating back to Central Pacific Transcontinental railroad building days, would find a handsome new home.

In addition to the antique locomotives, various types and vintages of rolling stock and numerous railroad-

ing exhibits will be there. Lucius Beebe's private car "Gold Coast" and even a huge cab-in-front steam engine once used across the Sierra Nevadas are to be found.

The Western Pacific's own #94, a 4-6-0 type steam locomotive, that pulled the first passenger train on the WP in 1910, is scheduled to be on display in the new museum.

Engineering exhibits, refreshment facilities and a children's playground will be incorporated as well.

The Steamboat exhibit will be coupled with the rail museum even as water and rail "steam power" joined years ago to provide transport between points East and the cities of Sacramento and San Francisco.

All this is hoped to be available to the public by mid-1975, that is with the help of your "Yes" vote on the '74 Park Bonds—Proposition #1 in the June California election. ■



Photo Album (#2)

Passenger service began on the Western Pacific in August, 1910. On the 22nd of that month, the fine new Oakland station saw an immense throng gather to greet the first through train, a press special. At 4:15 p.m., amid the shrieking of factory whistles from Berkeley to Hayward, engineer Michael Boyle eased #94 and train through an Arch of Triumph at Broadway and stopped before the depot. The crowd surged into Third Street and lined roof tops and climbed telephone poles for a better view as the train pulled up to reviewing stand before the station. A parade of welcome four miles long escorted the passengers and railroad officials to a banquet at the Claremont Country Club. In the flowery language of the day, the San Francisco Call proclaimed: "The great heart of the State throbs at the triumphal entry . . . through canyons to the waters of the West, The Western Pacific led its iron stallions down to drink."



Caboosing

OROVILLE

Art Reichenback, Jr.

Activity is increasing around our area with the beginning of filming of "The Klansman" starring Lee Marvin and Richard Burton. . . . Many of the Oroville area landmarks are being used as representative of the South Eastern locale of the picture . . . plans call for the use of our passenger depot for some scenes. . . . We have not been advised of the exact dates. . . .

Chalk up a new experience for WP . . . after all the years of operation of the Keddie-Bieber line, for the first time Western Pacific personnel operated a train order station at WESTWOOD. . . . During the recent wash-out of Southern Pacific Lines their trains were rerouted over our NCE line, which necessitated having operators at Westwood. In this we sent K. F. ARNOLDSEN and G. M. ARNOLDSEN from Oroville and M. J. LEDWIG from Portola to man (and women) the station. . . . A different and exciting experience for our people.

Our recently conducted safety contest directed by terminal superintendent R. L. "DICK" MEYER and his staff produced the following winning slogan entered by clerk R. L. MORTENSEN, "There Is No Maybe About Safety" . . . Bob won a dinner for himself and his wife and they enjoyed it immensely.

We regret to report the passing of J. F. "JIM" MURRAY, retired conductor, who passed away in December . . . Jim was a great friend and his loss

will be felt by all. . . . Our condolences to his family and relatives.

On the other side of the ledger, clerk T. A. "TOM" REICHENBACH, son of Agent and MRS. A. I. REICHENBACH, JR., recently married Jolyn Herndon in a quiet wedding at the bride's home. Tom is currently on military duty with the U.S. Navy in San Diego.

Word just received of the passing of Julia Grace Maton, wife of retired lineman CLARENCE MATON. Our deepest sympathies go to Matt in his loss.

SACRAMENTO SHOPS

Herman F. Schultze

Congratulations to painter MONTE LATINO on another "ringer." This time he has been named Northern California's "horseshoe pitcher" of the year!

Our sympathy to the family of Retired Machinist BENJAMIN POPPY who recently passed away. Poppy was one of the first machinists to work in the Sacramento Jeffery Shops.

Retiring Carman Helper Ray Spataro (center) receives best wishes from Frank Pelzman (left) and J. R. Fletcher.



Machinist WILSON HARRIS enjoyed his recent visit to Louisiana—even after he found his mother-in-law's home. He said he got lost trying to get there. Hmmmmm.

Good luck and a long retirement to Carman Helper RAY SPATARO after 28 plus years of service and to store department helper R. D. WOLFE after 36 years of service.



"Happy Retirement" goes to Store Department Helper R. D. Wolf, shown holding the cake with his name and best wishes from his friends at WP.

After going through entire year of 1973 without a reportable injury, Chief Mechanical Officer R. W. MUSTARD made a few brief comments congratulating the shop employees on

Chief Mechanical Officer R. W. Mustard (left) voices congratulations to shop employees for an outstanding safety record for 1973.



Sacramento Shops "Food Committee" (left to right) A. Lyman, Jean Smith, Thelma Toomey, M. Velasich, and C. Rolfe.

their accomplishments and wishing them a safe and happy New Year, after which everyone enjoyed a luncheon of turkey, ham, salads, dessert and coffee. The Food Committee consisted of Shop Clerk JEAN SMITH, Draftsman Assistant THELMA TOOMEY, Boilermaker C. ROLFE, Laborer A. LYMAN and Machinist M. VELASICH.

Congratulations to newlyweds Mr. and Mrs. RICK J. JACKSON. The bride, Doris Rae Johnsen, is the daughter of retired sheet metal worker VERN and MRS. JOHNSEN. The couple were married in St. Luke's American Church and honeymooned at Lake Tahoe.

American International Pictures is filming a television special in the Sacramento and Feather River areas about famed "G-Man" Melvin Purvis

Old cars became motion picture props for the making of movie "G-Man" and were unloaded at the Sacramento Shops recently.



of the depression days. Dale Robertson is starring as Purvis. Some of the props formerly used in A. I. P.'s "Dillinger" movie were unloaded at the Sacramento Shops to be used in the new series.

After spending three weeks with his father in and around Mexico City, Carman P. HERNANDEZ says the most exciting part of his trip was looking forward to returning to Mexico again.

FREMONT

Betty J. Smalley

Safety seems to be the "in" thing these days what with slogans, rhymes and such. Here at Fremont our trainmaster, Mr. FRANK WEBB has initiated a limerick contest for Fremont employees. Limericks are to be submitted by the last day of the month and are judged by three impartial employees; the winner receives a \$15.00 dinner. The first winner of the contest for the month of January was none other than agent BRUCE JARVIS. The winning limerick was:

When working for fun or fame
Accidents cause misery and pain
Be cautious each day
and safe work will pay

Cause safety is the name of the game.

Congratulations Bruce! Happy Eating!

SACRAMENTO

M. J. Gosnell

SWEET IRWIN ROOT, rate & bill clerk, mild mannered, even tempered and lovable manager of the Sacramento softball team, is looking forward to the coming season and wonders if the Stockton ball team will evade a game with us this year, as they did last year.

BOB DITMANSON, dispatcher, is back to work after minor surgery.

ALMETA CROWDER, demurrage clerk, took a spill which caused a separation to her right arm—hope it heals up

very soon.

JIM TERHORST, superintendent, is off ill. We wish him a speedy recovery.

Our deepest sympathy to the family of HOWARD MCMAHON.

BOB MILHISER, manager AAR billing & open-top lading, welcome back to Sacramento.

JOE LEWIS, SN, engineer, recently took a seven-day cruise to Mexico, where he says he had a wonderful time and met some very nice people. Joe met the captain of the ship, whose father was a railroader on the Italian Railways. Upon returning from Mexico, Joe flew to Canada for a few days.



It was fun in the sun for SN engineer Joe Lewis and friend on his last cruise to Mexico.

STOCKTON

Elaine Obenshain, Wm. H. Lane

Laborer ED SHIELDS joined the ranks of the retired on January 1, 1974, with over 17 years to look back on. The gang here sure miss you Ed, and we wish you a long and happy retirement.

We are happy to see Store Department Clerk W. R. MARTINSON, back to work following his heart attack.

We are sorry to hear about one of our fellow workers CHARLES "JOE" CARLENZOLI, who passed away December 10th following a long illness. Our deepest sympathy to his family.

(Letter received) "Dear Mr. Lane; My grandfather worked for the WP RR for 27 years out of Stockton and retired in 1970. In all that time Walter has never had a write up in the MILEPOSTS.

"WALTER G. SWASEY, retired brakeman from the 'Stockton run,' recently recovered from a cataract operation and over the holidays he entertained his daughter and granddaughter at his home in Stockton. He is planning his annual cross country trip to New York and plans to drive himself as he has in years past. Walter will be 81 years old on his next birthday. My granddad lives at 3939 E. Miner Ave., Stockton, Ca. 95205. Most sincerely, Colleen Jones."

Stockton Western Pacific Employees Federal Credit Union held their 20th annual meeting at the Italian Athletic Club. The meeting was combined with a dinner-dance which was enjoyed by all members who attended. Treasurer ESTHER PILATTI declared a 6% dividend for 1973. Membership as of December 31, 1973 totaled 941, with assets of \$874,718.00, shares \$725,402.00, and loans \$789,555.00. Total loans made since organization \$5,436,725.00, indicating that almost 5½ million dollars have been put to the members use since the organization of the Credit Union in 1953. When related to the shares on deposit, each dollar deposited is used seven times over by the members. In the ten years Mrs. Pilatti has been treasurer of the Credit Union the assets have increased from \$157,921 to \$874,718 and the membership has increased from 372 to 941. The members truly owe Esther and her able assistant, SHIRLEY BANGS, a vote of thanks for their devotion to the Credit Union.

MICHAEL L. CASSIDY, oldest son of Conductor and Mrs. R. H. CASSIDY,

has enlisted in the Army and recently graduated from basic training at Fort Ord, Calif. He is now attending school at Fort Sill, Okla.

Sales Manager STANLEY E. DINKEL retired on February 28, 1974. Stan started working for the WP on September 1st, 1929. He was honored at a luncheon held at DDA's, Stockton, and presented with a gift and an "Album of Remembrance" containing business cards of those who attended or contributed toward the gift.

Brakeman and Mrs. L. M. PHILLIPS welcomed Sara Jane on December 9th. They also have a son, Christopher, age 4 years. Special Agent and Mrs. R. L. SARACINO are proud parents of a son, named Timothy Anthony. They also have a daughter.

Our sympathy to the family of retired Hostler Helper FRANK L. DUNCAN, SR. who passed away November 29th.

Congratulations and best wishes to Engineer VERNON A. FOSTER, who first entered service on the Western Pacific on October 10, 1930, and retired January 31, 1974.

Our deepest sympathy to the family of staff Ophthalmologist, Dr. JAMES E. ROBERTS, who passed away suddenly, in February.

The 1974 Stockton Western Pacific Employees Bowling Team is demonstrating good form this season. The team bowls in Stockton's Westlake Men's Handicap. Team members are Conductor LEX PARKER, the team captain; Clerks LARRY BALLARD, DON CASTELLON, DOUG MACKEY, BILL STEWARD, CECIL LEATHERMAN and JOE ALVILLAR. These Friday night bowlers may not win all their games but they have a "ball" trying. Their star bowler, Lex Parker, recently moved to Oroville, but the rest of the team is valiantly struggling along



Stockton Western Pacific Bowling Team members are (left) Don Castellon, Doug Mackey, Lex Parker, Joe Alviljar and Larry Ballard.

without him. Good luck to S.W.P. E.B.T.

PORTOLA

C. E. Gene Rowe

The B.L.E. Division 800 honored their retired members at their 2nd annual winter party.

Cocktails and dinner were enjoyed



Honored Division 800 (Portola) locomotive engineers at a recent dinner party were Doug Brown, Noble Wakefield, J. R. Brown, Bill Wise, John MacNeil, Abe Tout, and Herb Berg.



In attendance at the 2nd annual Portola winter party for B&LE members were (left) Mr. & Mrs. M. A. Quinn, Mr. & Mrs. H. E. Johnson, Mr. & Mrs. Turner, Mr. & Mrs. G. I. Patterson, Mr. & Mrs. Abe Tout, and Mr. & Mrs. Fred Spiva.

by about 60 members and wives. A short speech on railroading was given by General Chairman GIL PATTERSON, BOB TURNER told a few jokes, AGE TOUT introduced the retirees, and Mrs. BILL (CLARA) MEYERS introduced the Grand International Auxiliary members. After dinner everyone enjoyed dancing to the strings of the "No Name" band from Reno 'til the wee hours of the morning. The four door prizes given away were won by R. R. DIGGS, Mrs. BILL FOSTER, D. S. BROWN, and Mrs. BOB WAKEFIELD, SR.

KAREN THOMAS, TM-RM Clerk at Portola, came back to work February 6th after being gone on leave. She says "it's good to be back" and is getting re-oriented after being away. The new addition to the Thomas family is now a year old. She has promised a picture of the baby for the next MILE-POSTS.

Congratulations to ROBBIN CRUMPACKER, daughter of M. R. CRUMPACKER, clerk, Portola, and R. W. CRUMPACKER, retired diesel foreman of Portola, who was installed as Grand Outter Observer of Grand assembly of Rainbow Girls for the state of California on April 10th at Anaheim, Calif. She was chosen out of over 7,000 Rainbow Girls from throughout the state.

ELKO

Henry Wallock

Mr. R. E. MARQUIS and Mr. R. W. MUSTARD were present for a Safety Dinner held at Elko on January 24th for the Elko "mechanical forces," in recognition of their part in establishment of our overall safety record, for the year 1973. The goal for 1974 is to lower our ratio even more and you can be sure that Elko has certainly been given the incentive for doing the job.



Some of the employees at the Elko Mechanical Department Safety dinner included (left) Frank Coleman, Jay Kump, R. C. Furtney, R. W. Mustard, R. E. Marquis and J. C. Lusar.

Mr. J. C. LUSAR, Superintendent, Mr. M. W. HAMMOND, Transportation Superintendent and R. C. FURTNEY, Master Mechanic, were present and gave their encouragement to the men for a job well done.

Congratulations to Conductor, R. L. ("Doc") MCQUARRIE, who retired from the WP on February 28. Doc was born February 3, 1909. His first railroad job was in the Store Dept. with the Denver Rio Grande in 1924 in Salt Lake City. In April 1928 he hired out as a Brakeman on the WP, and was promoted to conductor in 1936. "Doc" worked the first east-bound Calif. Zephyr out of Winnemucca to Salt Lake City, in 1949.

He is a life member of the B.P.O.E. and the U.T.U., and plans an active retirement around his hometown, Elko.

All "Doc's" friends along the WP wish him a long and happy retirement.

Best wishes for happy retirement to Section Foreman JOSEPH P. MOUNDY. Joe first went to work for the Western Pacific on July 22, 1936 as a laborer at Luke, Nevada. The next year he was promoted to Section Foreman and worked in Utah and Nevada until his retirement in August, 1973. The Moundys have three sons, Jerraid, Michael and Jon Moudy. MICHAEL MOUDY is Roadmaster of the Winne-



Best wishes went to conductor "Doc" McQuarrie (left) from the crew on his last run. They are L. Aiello, J. Tognini (standing), and H. Saxton. Photo by Ed South.

mucca district on the WP.

Joe and his lovely wife Frances will continue to make their nice trailer home in Wells, Nevada.

Congratulations to MERT C. HIGLEY, Roadmaster, Elko, on his retirement on December 31st. Mert started his 37 years with the WP as a section foreman in January, 1929. He was promoted to Roadmaster in 1970 until his retirement in 1973. Mae and Mert have four sons and 17 grandchildren.

Seventy-eight people attended Mert's retirement dinner party which was held in the Convention Room at Stockmen's Motor Hotel, Elko, Nev. on December 28th.



Happy retirement goes to Section Foreman Joe Moudy (left) showing his new wallet with a very nice surprise inside, presented by roadmaster Mert Higley, also enjoyed by his wife Francis Moudy.

Congratulations go to Elko Roadmaster Mert C. Higley from John Luzar at his retirement party. Also looking on are his wife Mae Higley, John Smith (back) and A. W. Carlson.



Mert was presented a color TV and his charming wife Mae was given an engraved Silver Platter. We wish them all the happiness in their retirement.

SAN FRANCISCO

Tina Phillips, Dora Prophet, Ruth Stone

On Wednesday, March 20th the 12th annual Doggie Diner Grandmothers' Tennis Tournament was held in San Francisco and MARGARET COPENHAGEN of Menlo Park (wife of DAVE COPENHAGEN, Dir.-Equipment Planning) won first place in the second division. Over 150 "girls" tried to get in and 44 qualified for the finals in March. The big sports event of the year for the grandmothers is held at the Golden Gate Park Tennis Courts and this year the age of the youngest grandmother was 43 and the oldest was 78 years (young). Congratulations to Margaret on her victory in the 1974 Grandmothers Tennis Tournament.

Our sympathy to the family of J. A. SMITH, Vault Clerk, on the 4th floor-Accounting Dept., who passed away February 16th.

Much thanks to the B.R.A.C. for the fantastic Union Dinner held at the Seven Hills Restaurant on February 15th. The dinner was well attended and a great success.

Glad to see J. W. MILLS back into the old routine at work after being off due to illness.

TED JARVINS is also back to work from being in traction in the hospital. He hopes to get his neck brace off soon.

Congratulations to Assistant Chief Car Service Clerk STAN (and Becky) HULL on the arrival of an eight pound baby boy—Stanley Lamont Hull, born on February 2nd. Their first child Alicia is now three years old.

Letters Received

Heartfelt Thanks

Through the MILEPOSTS, and for my family, I want to thank those instrumental in the honoring of my husband by changing the station name of East Arboga to Mounkes. We want to express our appreciation to all who so nicely handled all the details of the dedication of the station and for the photographs and for the naming of the station. Also we want to express our heartfelt thanks for testimonies received from the many friends of my late husband and the family.

Mrs. Eleanor J. Mounkes
8219 La Riviera Drive
Sacramento, Ca. 95826

* * *

Howard A. McMahon

My family and I would like to express our deep appreciation for all the donations sent to the Shriner's Hospital for Crippled Children and Easter Seal Society for Crippled Children in memory of my husband, Howard A. McMahon. We also wish to thank our friends for the many cards, flowers and all the help we received during this time.

Mrs. H. A. McMahon & Family
828 Poplar Ave.
West Sacramento, Calif. 95691

* * *

Wonderful Turnout

Through the MILEPOSTS I wish to thank all my friends for attending my retirement party on March 1st, at the Marriott Inn in Berkeley. Also thank those who contributed so generously towards my gift. Considering the storm we had that night and the gaso-

line shortage we had a wonderful turnout with over a hundred guests in attendance. I will always be glad to hear from my friends from time to time.

Dan and Mae Laughlin
1220 Daily Drive
San Leandro, Calif. 94577

* * *

Centerfold Picture

The centerfold picture in the January-February issue of MILEPOSTS was most interesting to me I guess for the reason that I went on the payroll of the Western Pacific Railway Company several months before the picture was taken. I was also at 3rd and Washington Streets on August 22, 1910 when this train, a press special arrived at Oakland with engineer Mike Boyle at the throttle.

It is good to know that old "94" will be preserved and go on permanent display in the new California State Railroad Museum in Sacramento.

C. L. Droit
(retired Corporate Secretary—1956)
24835 Torres Street
Carmel, Calif. 93921

(Editor's note: above event—see centerfold.)

* * *

About Our First Train

Your first edition of MILEPOSTS arrived a week ago and I wanted you to know that I enjoyed it just as I have the other 234—and that ain't no April fool joke! I especially liked the centerfold. The first, second and fifth cars are diners; the first two probably deadheading to Oakland. The WP's first eight diners were 30 seat wooden body, steel underframe cars leased from the Rio Grande until 1923 when they were replaced by WP owned 36 seat all steel cars in the 501 series. I think some of the eight are still in use as outfit cars. The original D&RG

cars were named California, Humboldt, Nevada, Oakland, Pacific, Sacramento, San Francisco, and Stockton. They were returned to the Rio Grande when the lease was terminated in 1923 along with 20 coaches and 20 baggage cars that also had been under lease.

Talbot Kelly
541 West Third Street
Reno, Nevada 89503

San Francisco . . .

Deepest sympathy is extended to Mary Ann Huffman and her two sons Bruce and Tim on the unexpected death of their father and husband Howard C. Huffman, Administrative Assistant - Marketing on March 16, 1974. Howard began his career with the WP in 1942 in the Mechanical department. For over 23 years Howard was the Chief Clerk/Buyer for the dining car department in Oakland until the discontinuance of the California Zephyr, at which time he entered the Marketing department. Howard was very well liked and will be missed by all who knew him.

Sympathy is extended to the family of Dr. Glenn F. Cushman, former chief surgeon of the Western Pacific who died on February 16 in San Francisco at the age of 73. Dr. Cushman first joined the WP in 1929 and except for a four year stint with the Navy, had continuous service until he retired in September, 1965. Dr. Cushman is survived by his wife Eula, two daughters, a son and seven grandchildren.



Milepost 236: shows 17 car siding at Jarbo.

In Memoriam

Charles E. Armstrong, retired electrician, Mill Creek, CA, December 1973.

Eldridge Barnett, retired locomotive engineer, Stockton, April 12.

Federico Castillo, retired laborer, El Paso, TX, December 1973.

Glenn F. Cushman, retired chief surgeon, San Francisco, February, 1974.

Joe A. Cook, retired conductor, Salt Lake City, December 1973.

Robert L. Cole, retired machinist, Paradise, CA, November 1973.

Paul Des Combes, retired laborer, Oroville, December 12.

David D. Corsair, Sacramento Northern Railway, retired locomotive engineer, Push Center, KS, December, 1973.

Harry C. Fleenor, retired painter, Sacramento, January 1974.

Frank Forte, retired porter, Berkeley, February 1974.

Cora A. Hettinger, retired laborer, Portola, December, 1973.

David B. Howard, retired brakeman, San Francisco, December 1973.

Howard C. Huffman, administrative assistant, San Lorenzo, CA, March 16, 1974.

Frederick A. Lamb, retired auditor of disbursements, Redwood City, February 1974.

George Y. Law, retired carman, San Francisco, December 1973.

Gwendolyn Maurer, retired comp. operator, Martinez, January, 1974.

Louis F. McGarrak, retired W.S. foreman, Falls City, NB, December, 1973.

Howard A. McMahon, roadmaster, West Sacramento, February 8, 1974.

John S. Moore, retired machinist helper, Arcadia, CA, December, 1973.

Clinton E. Page, retired telegrapher, Oroville, December 1973.

Barney N. Pennington, retired carman, Detroit, MI, February, 1974.

Rae F. Phillips, retired Div. accountant, Berkeley, December, 1973.

Benjamin Poppe, retired welder, Sacramento, December 1973.

George A. Post, retired carman, Richmond, CA, December 1973.

Charles A. Rhodes, retired Sacramento Northern Railway agent, Union City, CA, January 1974.

James A. Smith, vault clerk, Oakland, CA, February 18, 1974.

Christian P. Thorsen, retired B&B foreman, The Dalles, OR, January, 1974.

Gladalpe Vargas, retired laborer, Winnemucca, December, 1973.

Mary C. Vieira, retired reservation clerk, Santa Rosa, CA, January 1974.

Eugene K. West, retired ticket clerk, Hamilton, MT, February 1974.

Floyd E. Wilson, retired locomotive engineer, St. Paul, MN, January, 1974.

Charles D. Woods, retired waiter, Berkeley, January 28, 1974.

Elizabeth G. Woosley, retired clerk-revenue accounting, San Jose, January 1974.

Harold G. Wyman, retired manager dining car services, Napa, CA, April 9, 1974.

VOLUME 26, NO. 2 MAR.-APR. 1974

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA. 94105

Attn: Paul Gordenev

Member Assn. of Railroad Editors



WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Address Correction Requested



EMP

John W. Henderson

156 Essex Way

Pacifica, Calif. 94044

RAILROAD LINES

American Rail Box Car Co. (Railbox) has asked ICC to approve creation of a pool of general-purpose box cars. Railbox, a wholly owned Trailer Train subsidiary, and a large group of U.S. railroads are proposing the financing and acquisition of 10,000 50-ft. box cars by the end of 1975. Up to 2,000 of these cars could be in service this year if ICC is quick to approve request. TTX created the new subsidiary and plans to employ the operating principles that have proved so successful in the flat car field.

* * *

Auto-Train President Eugene K. Garfield has announced that service on a second route, between Louisville, Ky., and Sanford, Fla. will begin "prior to the summer vacation season." The ICC on March 12 approved Auto-Train's application for authority to extend its service. Their first line, between Washington, DC and Florida, has been in operation since 1971 carrying automobiles and their passengers.

* * *

Transport Expo '74 will be held at Stockton, Cal. on June 1st and 2nd. The first day (SAT) will be at the 'Containers Dock' at the Port of Stockton, with exhibits of various containers from railroads and ship companies on display along with a *water show* in the 'channel.' The next day (SUN) will be an *air show* at the Stockton Metropolitan Airport.

* * *

Jamestown, Ca.: The Sierra Railroad is operating all steam powered excursion trains every weekend thru October 26, 1974. The two hour excursion trains leave at 10:30 a.m., 12:30, and 3:00 p.m. and the "Supper Chief" on SAT. (with advance reservation) at 5:15 p.m. Information write Sierra Railroad Co., Sonora, Ca. 95370.

* * *

Amtrak is adding a new daily train the "Expo '74" between Spokane and Seattle, Wa. starting May 19. This new summer train will be in addition to the Empire Builder (via Glacier Park) and the Hiawatha (via Yellowstone) and all will operate daily.