

WESTERN PACIFIC

Mileposts

APRIL 1970



A gracious lady and a
thorobred iron horse— Pages 2-7

"Most Remembered" Train in America



Train 17 heads into a setting sun near Tracy as it appeared in the lens of Ted Benson's camera. She was running a bit late due to delays at all stops because of crowds turned out to bid her a last farewell.

See Pages 4, 5 and 6 for more pictures highlighting some of the events during the Zephyr's 21-year career.

Is it possible to relate sentimentality to a ponderous mass of stainless steel, iron, glass, and fabric such as a long, sleek and graceful streamlined passenger train? Such emotions are generally reserved for the living. But, sentiment and nostalgia can play strange effects on the human mind.

The answer must be yes, for there were a few tears shed among the more than 650 passengers and 85 crew members who rode the last eastbound and westbound runs of the famed California Zephyr on March 21-22, 1970, ending an historic 21-year era.

Who can say why? The passing of a bit of Americana? A home away from home? Sentimentality for memories of the past? Happy hours spent with passengers and crews? The sound of her diesel horn and rolling wheels as she glided past a city street, country road, open fields, a lonely farmhouse,

or a camper deep in a gorge by a roaring river? Or perhaps just because of a last farewell.

Whatever the reason, there were none aboard those last runs who didn't have deep respect for this gracious lady who had gained a legal description by the Interstate Commerce Commission as a "unique national asset."

As the thorobred iron horse that she was, she did her job well. She was aided by the enthusiasm shown for her by all employees with whom she was associated—from the nose of her diesel cab to the illuminated emblem at the end of the rear car; by those who serviced her every wants at the beginning and end of each daily run; by those who controlled her schedules; by those who booked her passengers and by those who served them well; and by those who were anxious to make her self-supporting.

But, try as she did to live up to her reputation, she faced overwhelming odds. She began to show her age, although the clean linen, polished silver, and flowers on her well-dressed diner tables helped to retain her dignity. It wasn't her fault that she became a victim of the jet age, the auto and Federal cross-country freeways, the modern demand for speed, and uncontrollable increased costs of operation. She received as much or more publicity than any other train of her kind, and she was "talked about" during her entire 21-year career. But, unfortunately, many of those doing the talking never bought tickets to help save her from her fate.

She was probably "talked about" more on her last run than on any day since her inaugural appearance on March 22, 1949. For in addition to the hundreds of passengers in her well-

filled cars on that final day there were representatives from every form of news services—TV, radio, newspapers and magazines, who treated her kindly with their voluminous nation-wide reports.

Although she was a little tardy in completing her last run, she was a gracious lady to the very end and well deserved the attention she received. It's to her credit that she will long be known as the "Most Remembered" Train in America!

The glamour she provided for WP is now gone. But, as they say in Hollywood where, even there, glamour is never certain, "That's show business." But the show must go on. This means moving freight to the best of our abilities for our customers who make our jobs possible, and could, with our help, make WP the "Most talked about RAILROAD in America"!

CZ Crew Members on Final Runs, Trains 18-17, Mar. 21-22, 1970

Train 18, Eastbound, Oakland-Salt Lake City

Engineers—W. L. Spillman, G. J. Hardy, J. C. McCallan, R. A. Moore, R. Aiello
Firemen—H. C. Briggs, E. Thomas, W. H. Langston, S. Aguirre, M. D. Murphy
Conductors—A. D. Downer, J. F. Murray, E. H. Beitel
Brakemen—E. A. Vonlbsch, T. L. White, S. R. Heath, W. I. Bump, J. W. Daniel, L. W. Hurd
Zepherette—Mary Brickner
Diner—Steward L. Walton; Chef G. Espinoza, 2nd Cook B. Avila; 3rd Cook J. Douglas; 4th Cook E. Johnson; Waiters W. Craddock, F. Jones, C. Woods, G. Caldwell, H. Guess, J. A. Smith
Buffet Car—Waiter-in-Charge B. Jackson; 2nd Cook T. Roberson; Waiters G. Fields, E. Payne
Chair Car Porters—R. Randall, L. S. Hill, H. Abrams
Sleeping Car Porters—S. B. Shelton, W. Owen, L. Bailey, T. Clemente

Train 17, Westbound, Salt Lake City-Oakland

Engineers—F. Aiello, R. N. Moore, J. C. McCallan, H. D. Atkinson, W. L. Spillman
Firemen—W. H. Knight, G. Aguirre, W. H. Langston, H. E. Johnson, H. C. Briggs
Conductors—S. C. Gudmundson, J. F. Murray, A. D. Downer, W. H. Thompson
Brakemen—A. G. Woodward, R. L. Quigley, S. R. Heath, W. I. Bump, E. A. Vonlbsch, T. L. White
Zepherette—Marie Krapf
Diner—Steward P. Bellamy; Chef J. Charles; 2nd Cook H. Phillips; 3rd Cook J. Douglas; 4th Cook E. Johnson; Waiters W. Welsh, F. Jones, C. Woods, G. Caldwell, F. Allain, J. A. Smith
Buffet Car—Waiter-in-Charge E. Pontiflet; 2nd Cook T. Roberson; Waiters G. Fields, E. Payne
Chair Car Porters—L. Davis, L. S. Hill, H. Abrams
Sleeping Car Porters—J. Brown, J. H. Payne, O. C. Cooper, E. Jones, R. Dubois

MILEPOSTS is grateful to Gene Goodrum, general superintendent of transportation office, Sacramento, and to Howard Huffman, dining car department, Oakland, for providing the names shown above.



Crowds on the Embarcadero near San Francisco's ferry building roared approval as movie queen Eleanor Parker, aided by Lieutenant Governor Goodwin Knight, crashes a magnum of champagne against the diesel's nose August 19, 1949.



During the mid-1950's Western Pacific Employees Glee Club entertained Zephyr passengers during Christmas week at WP's Oakland station.



Blood donations collected along the railroad by WP's blood bank car "Charles O. Sweetwood" during 1951 were transferred to California Zephyrs for fast delivery in Oakland for shipment to armed forces in Korea.



"Cinerama Holiday" camera crews mount cameras in diesel cab, nose of diesel engine,

and in Vista Dome car to catch thrilling scenes during train's run in Feather River Canyon.



Lee Ann Meriwether, prettily posed in diesel cab before leaving on Zephyr for Atlantic City where she became "Miss America" in 1954. Lee Ann had previously won the titles of "Miss San Francisco" and "Miss California."



Dwight D. Eisenhower, then president of Columbia University, posed by Zephyr steps with his grandson before leaving for Denver.



Leading stars in the popular "Cinerama Holiday" production were this Swiss couple, Beatrice Troller and her husband, Fred.



Supporting roles in the famous wide-screen production were played by this American couple Betty Marsh and husband, John.



Left: Among other famous passengers who rode the Zephyr were His Majesty King Faisal II of Iraq and his uncle, His Royal Highness Prince Abdul Ilah in September 1952. Both the King and Prince were later assassinated.



Oakland police stand by the WP's Oakland station as crowds begin to gather to welcome a late last arrival of Train 17 on March 22. Photo by Ted Benson.

Bob Gonsalves, director passenger services, and Barney Pedersen, director advertising and public relations, kneeling, present Zephyr souvenirs to train and engine crews. Left to right, Conductor W. M. Thompson, Engineer Woody Spillman, Brakeman T. L. White, Conductor A. D. Downer, Brakeman E. A. Vonlbsch, and Fireman H. C. Briggs. Photo by Randy Gavert.



Nearly four hours late, teen-age rail buffs had their reward when Engine 804-A led the final California Zephyr along Third Street for its final stop at WP's Oakland station on March 22, 1970. Photo by Ted Benson.

TO ALL EMPLOYEES

The lead article in this issue of MILEPOSTS honors the California Zephyr. The Zephyr was a great train because the Western Pacific employee team made it great. It was operated with pride, skill and courtesy from the first through the last day of its run. That fact I acknowledge with deep appreciation.

The same pride, skill and courtesy applied to our freight service will help us achieve new high standards of customer service which we are determined to make the best in the West—as the Zephyr was. Realization of this objective will not be easy but is critical to our program for keeping Western Pacific a vital, growing company. I know I can count on the support of each of you in this effort.

M. M. Christy

PEOPLE ON THE MOVE

Transportation

Effective April 1, Kenneth V. Plummer is appointed general superintendent of transportation with headquarters at San Francisco until about the end of May when the department will be moved to Sacramento, as announced by Vice President & General Manager D. H. MacLeod.

Also effective April 1, as announced by K. V. Plummer, are the following appointments:

Larry Contri, superintendent of transportation, headquarters Sacramento.

Robert B. Redus, superintendent of transportation, headquarters Sacramento.

M. C. McManus, chief train dispatcher, Sacramento.

George W. Naylor, special assistant to general superintendent of transportation, Sacramento.

A. E. Stene, district superintendent, Valley District, San Francisco to Oroville, headquarters Stockton.

J. H. Brown, district superintendent, Sierra District, Oroville to Winnemucca and Keddie to Bieber, headquarters Keddie.

J. C. Lusar, district superintendent, Salt Lake District, Winnemucca to Salt Lake City, headquarters Elko.

H. J. Mulford, assistant district superintendent of Western Pacific, in addition to duties as superintendent of Sacramento Northern and Tidewater Southern, headquarters Sacramento.

Management Services

The following appointments were announced by R. L. Petersen, effective April 1, with headquarters San Francisco:

T. P. Wroblicky, assistant director of management services.

W. J. Burnside, manager of systems development and applications.

F. L. Dunn, manager of systems development and application.

R. L. Rademacher, manager of computer operations.

Revenue Accounting

The following appointments were announced by J. B. Morgan, manager accounting, effective March 1, headquarters San Francisco:

George J. Welch, manager revenue accounting.

John W. Mills, Jr., assistant to manager revenue accounting.

Vernon W. Geddes, manager—car accounting.

Anthony W. Quill, assistant to manager—car accounting.

Hy O'Rullian wins first PEP Award

The PEP Evaluation Committee unanimously selected Hyrum A. O'Rullian, chief clerk, mechanical department, Sacramento, as the first-quarter winner in the Participating Employees Program. The Committee based its selection on evidence supporting Hy's accomplishments during the past 10 of his more than 28 years with Western Pacific.

A random selection was taken from this evidence to report here the highlights of his efforts in the following PEP categories:

INTEREST IN COMPANY:

Developed and assisted in several payroll and accounting procedures which have resulted in the saving of thousands of dollars to Western Pacific.

Advised and assisted the Data Processing Department in developing the Job Number System in the mechanical department and several other new procedures, and personally instructed employees in their new duties.

Was chairman of the WP Medical Department Sacramento Blood Bank and several WP bowling tournaments; member of the WPAC Employees Organization; chairman of most WP retirement dinners and entertainment.

Has never had a personal injury, and has contributed much effort to assist his department in reducing injuries.

Held in high esteem by friends, coworkers and others who frequently call on him for assistance to get the job done.

Has always maintained interest of the Company first and foremost.

INTEREST IN SELF:

In recent years has completed courses in cost accounting, advanced accounting, auditing, commercial law, business law, and public speaking; has near equivalent of the BS degree in accounting at this writing.

INTEREST IN COMMUNITY:

1969-1970 chairman of the WP-SN Sacramento-Yolo County United Crusade Campaign and has participated in these campaigns as either chairman or assistant for the past 20 years.

Former member Sacramento Junior Chamber of Commerce, Pacific Railway Club (entertainment chairman on several occasions), Toastmaster International (past president), board member for WP Sacramento Employees Federal Credit Union and representative at State Convention in San Diego in 1969.

General auditor for Seven Wards (diocese) and the Spanish Branch of

(Continued on next page)



Hy O'Rullian, left, receives congratulations and certificate of appreciation from Vice President MacLeod and President Christy.

Letters Received

To Our Friends

I am writing of the sudden passing on February 17, 1970 of my husband, Alvin C. Gregg, for many years a crane operator for the Western Pacific Railroad.

I am hoping that through MILEPOSTS I can thank the many, many friends who sent both floral offerings and monetary contributions. There are so many along the entire railroad who I wish to thank.



Mr. and Mrs. Alvin C. Gregg

Hy O'Rullian ...

the Mormon Church, also member of the Sacramento Stake High Council, all without monetary compensation.

Brought golfer Billy Casper to Sacramento in November 1969 to talk to 2,000 youths of all denominations on living better and more useful lives, and has been extensively active in other youth activities.

As quarterly winner, Hy will receive five shares of Western Pacific common stock. His entry, along with those of the next three quarterly winners, will be entered in the awards for Annual Winner who will, in addition, receive 10 shares of WP common stock.

Hy was born in Salt Lake City on December 17, 1917. He first worked for the railroad on November 10, 1941 as a stenographer-clerk, and became secretary to the chief mechanical officer on March 22, 1944. He has been chief clerk since August 15, 1949.

Hy and his wife, Dawn, live in Sacramento, and have a son, Aaron David, age 26.

Enclosed is a photo of Mr. Gregg which you may like to print.

Bessie Gregg
272 Jay Street
Lincoln, California

* * *

Thank You!

There were so many who wished me happiness in my retirement that I have chosen MILEPOSTS to convey my message to each of them to thank all for their well wishes and lovely gifts.

It has been my pleasure to work with all of you and I want to also thank you for your fine cooperation during my many years with the Western Pacific and for giving me many happy thoughts to remember.

N. A. "Nick" Schoeplein
3 El Sereno Drive
San Carlos, California



Service Pin Anniversaries

March-April 1970

40-YEAR PINS

Wilmer R. Anderson	Head M. of W. Clerk	Sacramento
Charles J. Fischer	Sales Manager	Salt Lake City
Morgan O. Howell	Conductor	Division
Claude E. Reavis	Conductor	Division
Don Richmond	Yard Clerk	Sacramento
Kenway R. Stoney	Administrative Assistant—Pricing	San Francisco

35-YEAR PIN

Edmond A. Tibbeteaux	Locomotive Engineer	Division
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30-YEAR PINS

August J. Ackerman	Asst. Roadway Foreman	Division
Willie Charley	Laborer	Division
John M. Webb	Conductor	Division
Richard V. Wolf	Store Helper	Sacramento

25-YEAR PINS

Spencer Carmouche	Chef	Dining Car Dept.
Charles M. Cavis	Revising Clerk, Sr.	San Francisco
Leslie Davis	Chair Car Porter	Dining Car Dept.
Jasper L. Ellis	Carman	Oroville
Kermit M. Grimes	Carman	Sacramento
Walter D. Klabo	Assistant Engineer	San Francisco
Archie R. Martin	Carman	Oakland
Russell I. Pettit	Conductor	Division
John G. Rose	Train Desk Clerk	Stockton
Harvey L. Ross	Assistant Chief Clerk	Stockton
William L. Stanley	Machinist	Stockton
Erich Thomsen	Engineer Inspector	San Francisco

20-YEAR PINS

Demetrio F. Carranza	Track Laborer	Division
Gabriel Castro	Track Laborer	Division
Edward R. Churchill	Carman	Milpitas
J. D. Clifford	Conductor	Division
Albert N. Overturf	Roadmaster	Division
Frank J. Price	Carman	Stockton
Paul V. Reinking	General Supervisor M.W. & S. Welding	Oakland
Frank W. Rogers	Electrician Foreman	Stockton
James A. Weddell	B. & B. Carpenter	Division
Edward K. Wiley	Carman	Stockton

15-YEAR PINS

D. D. Azevedo	Conductor	Division
Mrs. J. H. Barrett	Secretary to District Sales Manager	Portland
E. Boseman	Dozer Operator	Division
O. R. Frederiksen	Communications Supervisor	San Francisco
H. E. Gramps, Jr.	Track Laborer	Division
H. H. Gramps	Track Laborer	Division
J. E. Kerber	Conductor	Division
J. H. Rogers	Conductor	Division
E. Spilski	Track Laborer	Division
W. O. Stepp	Shovel Operator	Division

(Continued on next page)

They Have Retired

Jesse M. Corbitt, B&B carpenter, division, 20 years.

Jesus G. Corona, extra gang laborer, division, 20 years 6 months.

Jasper L. Ellis, car inspector, Palermo, 25 years.

Marion R. Keel, switchman, Oakland, 26 years.

Charles H. Marchand, price clerk, Sacramento, 42 years 1 month.

James M. McAdams, machinist helper, Sacramento, 26 years 9 months.

L. D. McClintock, signal foreman, division, 25 years 5 months.

Ambrose McGraw, locomotive engineer, Stockton, 28 years.

William J. Nicholas, painter, Sacramento, 30 years 9 months.

Olivia R. Phelps, assistant chief PBX operator, Oakland, 18 years 5 months.

Tony Pitts, boilermaker-welder, Oroville, 24 years 4 months.

Joseph B. Price, conductor, (MILEPOSTS correspondent), Salt Lake City, 39 years 4 months.

Edward F. Reedy, conductor, Oroville, 30 years 9 months.

Robert S. Sant, Sacramento North-ern general foreman, Sacramento, 39 years 10 months.

John L. Saxon, traveling freight & passenger agent, New York, 41 years 3 months.

Catarino Vargas, laborer, Stockton, 17 years 8 months.

Frank Vasquez, carman, Elco, 39 years 11 months.

More benefits for WP employees

At no additional cost to you, but at an additional cost of \$57,700 per month to your railroad, you are now receiving added benefits.

In keeping with the revised Group Policy Contract of The Travelers Insurance Company, hospital association dues paid by the railroad increased from \$9.25 to \$10.75 per month, effective March 1. The Western Pacific Employees Medical Department dues remain at \$18.50 per month and, consequently, the employees' dues contribution was reduced to \$7.75 per month beginning with the March first period payrolls.

For these health and welfare benefits, Western Pacific's additional cost amounts to \$28,000 per month for WP employees and \$1,000 per month for SN employees. This increases WP's total cost for these benefits to \$121,200 per month.

President Nixon has signed into law a bill which assures timely payment of benefits under the railroad retirement supplemental annuity program. Supplemental annuities are paid by the Railroad Retirement Board to qualified annuitants in addition to their regular retirement annuities. The new law places the program on a permanent basis and provides for it to be adequately financed by the railroads.

This payroll tax will cost Western Pacific an additional \$28,000 per month for WP employees, and \$700 per month for SN employees, making WP's total cost for this program \$43,000 per month.

Service Pin Anniversaries ...

10-YEAR PINS

R. M. Beard, Jr.	Train Dispatcher	Sacramento
George W. Day	Laborer	Division
G. R. Cannon	Conductor	Division
G. L. Julian	Switchman	Division
A. S. Toth	Sales Representative	Pittsburgh, Pa.



Caboosing

KEDDIE

Elsie Hagen

Congratulations to Brakeman and Mrs. RONALD BARKER who announced the birth of a daughter, Shellie Marie, on March 19.

Congratulations and best wishes to Engineer ROBERT L. SMALL who has retired after more than 34 years of service. Bob worked and lived in Keddie for many years and later worked out of Portola. The family home is now in Oroville.

Eleanor Burrows, wife of the late Conductor JAMES BURROWS, has purchased a home in Quincy, and is employed by the Forest Service. Her mother, NETTIE FOX, who was train desk clerk at Keddie for many years has been retired for a number of years and is living with her daughter. She had lived in Cromberg until her husband, Conductor JIM FOX, passed away.

Retired Roundhouse Foreman FRANK BENNYHOFF's wife has been a patient in Plumas District Hospital, but has returned home and we hope her health will improve.

One of the cars with GEORGE BARNES' extra gang burned at Rock Creek recently, and ALBERT ESPINOSA and SALVADOR CHAVEZ lost all of their belongings and clothes. In addition to this loss, Albert had gone to Los Angeles to meet his wife and family who were involved in a car crash near

Guadalajara enroute home from Mexico. His brother-in-law was killed and his wife and two sons were seriously injured and taken to a hospital. When Albert returned without his family he learned of the fire which destroyed all his possessions. Collections were made to purchase new clothing.

According to a *Sacramento Bee* report, Lyn Moolath, building owner in Jack London Square, Oakland, has completed the purchase of the Keddie Resort facilities. Tentative plans include adding a golf course on the resort property.

STORE DEPARTMENT

Evelyn Richardson

Best wishes for a quick recovery to DALE K. ROBINSON, Sacramento store, who was confined to St. Joseph's Hospital with a leg ailment, but is now recuperating at home.

We are also sorry to report that FRANCISCO A. PEDROZA, store laborer, Sacramento, entered a Sacramento hospital for an eye operation and will be absent indefinitely.

SALT LAKE CITY-WENDOVER

Carol Suchan

It seems strange not seeing Conductor J. B. PRICE around Roper Yard since his retirement on February 26, which ended a career of 39 years with WP. We will also miss him as a faithful MILEPOSTS Correspondent, as Bert always came up with some news, par-



More time for days like this will now be possible for retired Conductor Bert Price.

ticularly from the Wendover area. (Incidentally, I will welcome any news from anyone in the Salt Lake-Wendover area with thanks!)

Bert, or "JB" first worked for WP as a brakeman on October 19, 1930 and was promoted to conductor on July 31, 1942. He has been a faithful employee, and for the past 20 years a most helpful correspondent. He has many friends on and off the railroad, and is known for his friendly personality and willingness to always help his fellow man. Bert, an avid sports fan, says he and his wife plan to do a lot of golfing, take in ball games and perhaps do some traveling. "We're just going to enjoy life," said Bert, and he has our best wishes for doing so and enjoying a long and happy retirement!

We wish a speedy recovery for Burmester Agent J. W. NAYLOR, who was seriously injured in an auto accident on March 17.

Retired Engineer CECIL G. TRUMBO and three of his grandchildren were recent visitors at Roper Yard.

Sympathy is extended to the families of Engineer H. J. BEAUDROW and

J. A. COOK, on the recent death of Mrs. Beaudrow's mother and Mr. Cook's father.

Brakeman F. P. CALLAHAN retired on February 4 after 26 years service, which began on the WP September 11, 1943. Our best wishes go to Frank and Mrs. Callahan.

Karen Irene is the first daughter born to Conductor and Mrs. G. R. THOMPSON. Welcoming their sister on January 27 were two proud brothers, Paul and Chad. Karen's grandparents are Assistant to Engineer of Signal and Communications and Mrs. E. A. THOMPSON of Sacramento.

Retired Engineer ROLAND M. MORTON passed away on March 1 in a Tooele Hospital. He is survived by his wife, Eleanor, son, Roland, and daughter, Mrs. Linda Smith. Roland's brother, GLENN, is an engineer at Elko. Funeral services were held on March 4 in Wendover. Burial was at the Idaho Falls, Idaho cemetery.

Retired Conductor and Mrs. F. R. BOULWARE, and retired Engineer and Mrs. H. D. JONES have been called on Work Missions for the L.D.S. Church at Nauvoo, Illinois. They will be gone for two years. Their many friends extend best wishes to them while they are gone.

Wendy Kaye Shepherd, daughter of Switchman GERALD SHEPHERD and his wife, Rhea, of

Wendover, has been awarded a partial tuition scholarship to Utah State University in Logan. Wendy is a junior member of Unit 40, Wendover American Legion Auxiliary who



awarded her the scholarship. She is presently a senior at Wendover High School where she has been active in

school activities as a cheer leader for three years, junior class secretary, junior prom Queen, the Legion's Sweet Heart Ball Queen, drill mistress, and senior class president. Wendy will graduate this Spring, and we wish her well in her future studies.

OAKLAND

John V. Leland

A pleasant surprise in the terminal trainmaster's office in February was a visit from retired Switchman WALTER ROBERTS, a quiet and well-liked foreman on the Oakland midnight Long Street job. Walter and his wife, Ruth, live at 58 Palmer Avenue (Box 1064), Clear Lake Highlands, and would be glad to hear from old friends. He extends an invitation to visit their place and they have a guest house on their property. Walter became a railroader at the age of 16 as brakeman on CNW ore trains and came to WP on March 19, 1942. He retired as engine foreman on July 30, 1960, and is moving toward his 75th birthday.

We learned from IRMA PIVER, stenoclerk (one of the "bosses" in the Oakland mechanical department), that one of her very, very favorite people, Carman W. J. "BILL" PHELPS, retired in February. Bill started his railroad career on the Union Pacific in 1926 at Denver as a carman's apprentice. He has worked almost every phase of that craft in the Oakland car department, according to Irma, and his work was excellent. Whenever Bill was involved with a job the routine went something like this, she said. Boss: "Say, Bill, we need that DF car on #11 right away." Bill: "Sure, boss." Short time later: "Boss, that car's ready to go!" Boss: "Good. Now here's a red-hot load which has to go right away." Bill: "Okay, Boss." Such performance has gone on for many years between Bill and a succession of bosses, start-



One of Bill Phelps' last jobs before retirement was servicing a California Zephyr diner.

ing with GORDON MIDDLETON, then ED MOSS, BILL WILKINSON, RAY ACKERET, BILL MARSH, DAVE LAIRD, and ending with BOB BRADLEY. The routine will continue, but now between Bill and his many friends and neighbors. They now concern woodworking or automotive problems which will help Bill fill his spare time. When Bill and his wife, LEE, former PBX operator at Oakland, met one of their goals last year with a vacation trip to Hawaii, they began a series of plans which will include fishing in the high country, trying their luck in Nevada casinos, putting in Bill's workshop, or traveling from one end of California to the other visiting their children and grandchildren. His enthusiasm and consideration are traits that made him a respected officer in the Carmen's organization whether he was negotiating with labor or management. Bill's most rewarding period was as industry car inspector and his friends on the WP, among the shippers, will be missing Bill. As one of the men said on Bill's retirement day, "May he want for nothing as long as he lives, and live as long as he wants."



In Memoriam

Floyd P. Carpenter, retired conductor, Oroville, April 5.

Daniel T. Costello, retired Senior Sales representative, San Francisco, March 30.

Thomas L. Dowd, clerk, auditor of revenues department, San Francisco, March 7.

Leo E. Ennis, retired assistant agent, Yuba City, March 5.

Earl D. Fonda, retired cashier, Portola, February 26.

Francis W. Gorder, retired telegrapher, Oroville, March 24.

C. E. Green, cook, Oakland, February 27.

G. J. Hardy, locomotive engineer, Portola, March 28.

Floyd E. Huffman, retired Sacramento Northern brakeman, Roseville, February 1970.

Fred C. Koch, retired marine mate, San Francisco, March 21.

Jose V. Lozano, retired Sacramento Northern laborer, Sacramento, March 1970.

Loren D. Monroe, retired track laborer, Elverta, March 2.

Roland M. Morton, retired locomotive engineer, Wendover, March 1.

William C. Niceler, retired laborer, mechanical department, Stockton, March 28.

H. E. Parks, road foreman of engines, Portola, March 28.

C. R. Schuetz, ticket clerk, Sacramento, March 11.

Justo Villegas, retired assistant foreman, Hayward, March 5.

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APRIL 1970



Milepost 204: Freight cars for Oroville industries on WP-SP interchange track at right.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



APRIL 1970

George Mattis

Funeral services were held on January 26, 1970 for George Mattis, pioneer California civil engineer and developer, who died in San Diego at the age of 91 on January 21.

A native of Pennsylvania, he came west shortly after 1900 and worked as a civil engineer in railroad construction in Oregon. In 1908 he moved to California and became resident engineer at Portola in charge of construction of the bridges in the Feather River Canyon for Western Pacific.

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RAILROAD
LINES

Milwaukee Road is latest Chicago-area commuter line to propose creation of a mass transit district which would be eligible for federal aid for purchase of new equipment; Illinois Central already involved and has new equipment on order.

* * *

Southern Pacific Land Company, direct SP subsidiary, aims to speed up development of its 3.8 million acres of land holdings and 1.3 million acres of mineral-rights land.

* * *

"In the next month or two," said ICC Chairman Stafford, "development expected in a full Commission decision on an examiner's 1968 report favoring merger of the N&W, C&O/B&O."

* * *

With a 600-ton generator suspended between halves of two cars, Westinghouse Electric claims its 177-foot long unit to be "world's longest rail car."

* * *

In accordance with a joint resolution by Congress on May 16, 1957, President Nixon on March 26 proclaimed May 15, 1970 as National Defense Transportation Day, and the week beginning May 10 as National Transportation Week.

* * *