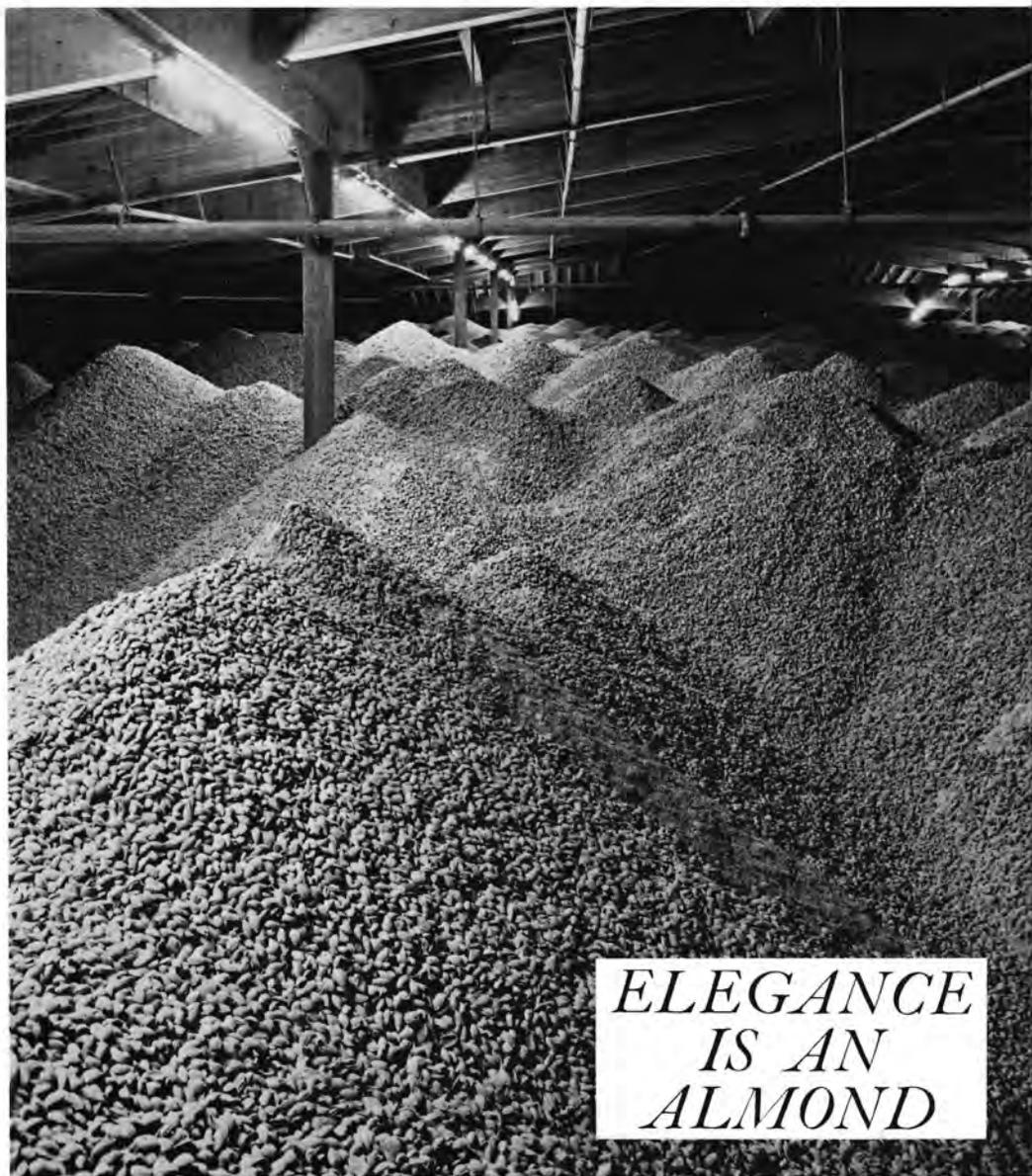


WESTERN PACIFIC

Mileposts

JULY-AUGUST 1971



*ELEGANCE
IS AN
ALMOND*



As shown in this artist's drawing, the one-story structure to be used for the storage of almonds awaiting shipment, will cover about 3¾ acres of a 10-acre site. The 165,000 square foot building will be of tilt-up concrete construction with laminated truss superstructure. It will be fully insulated and refrigerated. An infloor Towveyor will carry processed almonds from the current plant which can process a million pounds daily. The new center will include cold storage space for 40 million pounds.

ALMONDS... a success story

Following its largest production year in history, the California Almond Growers Exchange (CAGE) in 1970 shipped more carloads of almonds from its Sacramento distribution center than ever before. This also meant a banner year for Western Pacific which handled a large percentage of outbound shipments for world-wide distribution through direct service to the plant by Sacramento Northern. "We handled more cars than ever before," said Fred Brandes, senior sales representative at Sacramento, "especially during the peak months of September and October to reach the Christmas trade."

As a result of this rapid increase in production, sales and shipments in recent years, CAGE in June broke ground for a multi-million-dollar distribution center on property pur-

chased from Sacramento Northern, about which you will read more later.

The lore and legend, cultivation and processing of the almond makes interesting reading. Prized since ancient times, the almond flourished in Asia Minor and the Mediterranean Basin before the time of Christ. It is mentioned 72 times in the Old Testament. Other than in Italy, Spain, Portugal, Morocco and Iran, almonds are grown commercially only in California, where they are thought to have been brought by Spanish padres in the 1700's. As the world's largest producer, California's present almond comes from improved varieties developed since 1875, and now tops all American-grown nuts in value of production.

Growing quality almonds, such as CAGE's Blue Diamond brand, is a year-around job. When much of the nation is under snow, California's touch of winter cold gives the trees a brief but necessary period of dormancy. Then, after early warming in February and March, aided by or-

chard heaters and wind machines, the trees produce delicate pink and white blossoms as Spring arrives in our sunny valleys. Heavy watering is required during the dry summer months, and by August the leathery hulls open to reveal the almonds inside. Hydraulic knockers shake the nuts to the ground to be picked up by

giant sweepers. Growers must remove the hulls, which can be used for cattle feed, before delivering the almonds to the processing plant.

Bags of inshell once represented 99 percent of the market for California almonds, but today almonds are sold in everything from half-ounce packets to bulk containers weighing up to a ton. Airline travelers munch cocktail almonds at 36,000 feet from foil packets produced in Sacramento, while back on the ground people are buying a variety of food products containing the tree nut from manufacturers who have learned of its value as a sales booster. Blue Diamond Almonds are appearing in many new places, both in the United States and abroad. CAGE manufactures more than 1,600

(Continued on Page 4)

Trailer-truck rigs are emptied into bulk pits to be fed by conveyor into 24 concrete silos each 8 stories high. A sample of each delivery is taken automatically as almonds are received. After fumigation and pre-cleaning they flow through the plant automatically, moving 13 stories by gravity and nearly a mile by conveyors from storage bins through crackers, size graders, "electronic eyes," and manual sorting lines where the final inspection takes place.





Stepped or "turn-over" sorting belts tumble the almonds between each sorter on the line, exposing all surfaces of the kernel. Each belt carries a different size kernel. The volume of almonds varies with the grade being processed.

grades and packs from one basic raw material—almonds.

California Almond Growers Exchange is a cooperative owned by almond producing members throughout California. Corporate powers are vested in a board of nine directors. Each directorial district has a representative on the board. Elections are held annually, and any member may run for the directorship of the district in which he resides. Directors are voted into office by the entire membership, each member having one vote.

The directors are led by Chairman Frederick S. Montgomery of Chico, an almond grower and Exchange member for over 25 years. President W. Glenn Stalker has served the Ex-

change for 30 years. He was appointed to the presidency in 1960. Vice presidents are Jack Axer, manager export sales; Roger Baccigaluppi, marketing; David R. Bailey, Jr., plant manager; and Dale Morrison, general sales manager. In addition to the main Sacramento office, sales offices are located in New York and Zurich, Switzerland. A market development office is located in Tokyo, Japan.

CAGE operates the world's largest almond "factory." It processes and markets over 70% of the California almond crop. Major receiving warehouses are at Chico and Salida. The Sacramento plant, rated one of the nation's most efficient food processing facilities, consists of nine buildings



Freight cars adjacent to building are on former SN main line which served CAGE's processing plant out of the picture to the left, and will be removed. New six-car siding will run alongside new distribution center north of C street at 18th, outlined in white on picture above, just to left of two storage tracks below Assistant Engineer Joe Rutherford, Gerstner, Brandes, and Assistant Engineer Dick Frager.

Picture at right shows area behind men in picture above. WP main line runs between the two storage tracks being laid at the left and the long string of freight cars on the WP-SN-CCT-SP interchange track on top of embankment.



with more than 10 acres of floor space. It is both a processing plant and an information and research center serving almond users all over the world. At replacement cost it represents an investment by the Exchange's grower-members of nearly \$35 million.

Now, about the expansion program, recently announced by Vice President Bailey. "Construction of the new dis-

tribution facility is under way and is expected to be operative by the first of next year," said Bailey. "The new center will hold 40 million pounds which will handle the increased production expected during the next few years. About two-thirds of the stored almonds will be in 100-lb. paper-lined, burlap bags, with the remainder in

(Continued on Page 7)

Vice President-Plant Manager Bailey (left) discusses site progress with Fred Brandes, WP senior sales representative, Wayne Duty, CAGE distribution manager, and Cliff Gerstner, WP assistant engineer-administration and engineering. Aerial picture on wall shows CAGE's processing plant.





J. C. Miller



E. C. Lipman



C. A. Gerstner



L. E. Lelevich



P. Sullivan



T. A. Merritt



A. R. Scott

PEOPLE ON THE MOVE

Executive

John C. Miller was appointed executive assistant.

He attended Tri State College in Angola, Ind. and holds a B.S. degree in civil engineering and is a registered civil engineer.

John first worked as a chainman-draftsman for the New York Central in 1942. He served as a lieutenant in the U.S. Naval Reserve from 1943 and in 1947 became an assistant engineer for the East Bay Municipal Utility District in Oakland. He joined WP in 1948 as office engineer at Sacramento and came to San Francisco in 1949 as a draftsman. He advanced through the engineering department to position as assistant chief engineer subsequent to his new position.

Finance

Edward C. Lipman was appointed controller.

Ed, 35, is a graduate of the University of North Carolina, and attended New York University's graduate business school. He holds a B.S. degree in business administration and accounting, and an M.B.A. degree in economic theory.

Ed first worked as budget supervisor for Anaconda Wire & Cable Co., then became division controller for Cement & Lime Division, Martin Marietta Corp., both of New York. He next went to Chicago in 1966 as assistant to vice president and controller for Libby, McNeill and Libby, and since 1968 was general manager for Borg-Warner Pipe & Production Division, Borg-Warner Corp., Kansas City, Mo.

* * *

Wallace P. Heller was appointed senior cost analyst, economics and cost analysis department.

Wallace attended Rutgers University as a math major and Western

Reserve University as a statistics major.

His railroad career began as a brakeman for the Erie Railroad in 1953. He later became a cost analyst for the Lackawanna and still later the Erie-Lackawanna. He joined the New York Central in 1962 as cost analyst and after several advances became manager of freight claims and manager of budgets and controls. He most recently was manager of operations planning for the Burlington Northern.

Engineering

Clifford A. Gerstner was appointed assistant chief engineer-administration and engineering.

After high school graduation in San Francisco, Cliff entered the U.S. Navy in 1943 and served as radioman in the South Pacific. Upon graduation from Menlo Junior College in 1948 he joined WP as a junior draftsman, then went to Sacramento in 1956 as assistant to division engineer. He returned to general office in 1959 as engineer of track layout, and most recently was office engineer. He is continuing studies in engineering and management through University of California evening extension courses. He has served in many capacities in Republican Party affairs since 1958, and presently is chairman of Marin

(Continued on Page 8)

ALMONDS...

cardboard cartons. Almonds can be kept under refrigeration almost indefinitely from the time of processing to shipment," he added.

Bailey also pointed out that the new warehouse will provide docking for 16 trucks and a railway siding for up to six rail cars. "Rail shipments are made in box cars, in mechanical reefer cars during summer months, and in piggyback mechanical reefers, either

in tri-walled corrugated bulk containers—800 to 1,000 lbs.—or in cans, boxes, and bags."

There is an attractive Almond Plaza in the Exchange's new Tourist Center at 18th and C Streets. Visitors see the movie "Elegance is an Almond," tour nearby plant facilities, and sample the cocktail/flavored almonds on sale there. Almond Plazas are also located in Ghirardelli Square, San Francisco, and Town & Country Village, San Jose. A new plaza is also open for business in Tokyo, Japan.

A SN section gang, under supervision of Foreman Guadalupe P. Olvera (left) and Roadmaster Howard A. McMahon, relay temporary track with heavier rail to serve CAGE's present loading area until new distribution center is completed.



County's central committee of the American Independent Party. Also, as member of the John Birch Society since 1962, Cliff has served as chapter leader and is presently county chairman of its Truth About Civil Turmoil (TACT) Committee.

* * *

Leonard E. Lelevich was appointed office engineer.

A native of Kulpmont, Pa., he received a BCE degree from Marquette University. He began his railroad career with the Reading Company as a levelman in 1950, and first worked for WP as junior engineer at Elko in 1953. After promotion to associate engineer at Elko, Lenny became senior associate engineer at San Francisco in 1957. He went to Sacramento in 1959 as assistant to division engineer, was assistant engineer at Elko and Oroville in 1964 and 1965 when he became assistant division engineer at Elko. He returned to Sacramento in 1967 as division engineer, became district engineer there in 1970, and since March of this year he was superintendent of maintenance of way operations in the Sacramento service center.

* * *

Patrick Sullivan, born in Talbot, Ireland on November 20, 1910, was appointed superintendent of maintenance of way operations, Sacramento service center.

Pat graduated from Columbia University in 1932 and has a BS degree in mechanical engineering. He first worked as an engineering inspector for his father's company, S. Sullivan & A. S. Patorno Co. in New York City. One of his first loves was being a part of the construction of the George Washington Bridge. Bridge work and general construction became a dominating factor in his activities and will remain his first love.

Pat went to Alaska in 1940 as construction superintendent for Morrison-Knudsen Co. He joined Western Pacific in 1949 and has held various positions in bridge and building and engineering work including that of chief engineer-inspector on the Oroville line change.

Pat married the former Phyllis B. Laughlin in 1955 when she was a PBX operator and MILEPOSTS' correspondent at Portola.

* * *

John T. Smith was promoted to district engineer at Elko where he was born on September 10, 1929. His father, J. Smith is a retired locomotive engineer, and his mother, Ruth, was a former employee and MILEPOSTS' correspondent at Winnemucca.

John graduated from California State Polytechnic at San Luis Obispo in 1952 and while serving with the U.S. Army in Korea from 1953 completed a correspondence course in diesel engine design. He holds a BS degree in agricultural engineering. After a few months as a heavy equipment operator for the State of California he joined WP in 1952 as a pitman at Keddie. He later worked as a burro crane operator, and machinist at Oakland until 1961 when he became assistant general supervisor-roadway equipment at Winnemucca. He returned to Oakland in 1965 as general supervisor-work equipment, and since April 1970 had been assistant district engineer at Elko. John and his wife, Sharon, have three daughters, Dawn, Dalene and Darcie.

* * *

Thoburn A. Merritt was promoted to position as assistant district engineer at Elko, succeeding John T. Smith.

Born in Fallon, Nev. on October 21, 1915, Ted graduated from Los Gatos High School. From 1936 to 1938 he served as an assistant education ad-

visor, Civilian Conservation Corps, in Yosemite National Park and the University of California museum laboratory. After working for the Department of the Interior as junior assistant to technician at San Francisco, he became a draftsman and custodian for the East Bay Municipal Park District in 1939, and later that year came to WP as an extra gang laborer. He advanced to assistant foreman and foreman by May 1942 when he went to Europe with the U.S. Army Engineers as technician 3rd grade with the 2775 Photo Mapping Battalion. Ted returned to WP as track supervisor at Sacramento, then became assistant roadmaster at Elko, then roadmaster, first at Wendover and most recently at Elko. Ted and his wife, Joyce, of London, England, have two married daughters, and a son attending University of Nevada.

Transportation

Alan R. Scott was appointed trainmaster at Fremont.

Born June 2, 1945 in Portland, Ore., he attended high school and college in Spokane, majoring in marketing and history. He has a BA degree in education and a MS degree in business. Alan first worked as a brakeman for the Spokane, Portland & Seattle Railway during 1967 and 1968 as a brakeman for the Great Northern the following year. He came to Western Pacific in July 1970 as a transportation analyst in the general manager's office, and began his present assignment last March 1. Alan and his wife, Sandra, have a son, Daniel, not yet one year old. Alan played varsity baseball for Central Washington State, and enjoys camping, hunting and fishing. He is a member of the B.P.O.E., Spokane Lodge #228.

* * *

The following appointments to new positions were announced by Robert

B. Redus, superintendent transportation:

J. E. Baker, manager freight car utilization.

H. E. Baldwin, supervisor freight car utilization-general car service equipment.

S. E. McVean, Jr., supervisor freight car utilization-special equipment.

Redus also announced that the following employees were appointed transportation supervisor at locations as indicated. They will enforce established rules, procedures and policies with field personnel for all transportation matters, particularly freight car control and utilization.

C. E. Shipman, Elko, with responsibility for Salt Lake District.

R. B. Kenney, Keddie, with responsibility for Sierra District.

C. M. Hammond, Sacramento, with responsibility for Valley District, Midway to Oroville, including Sacramento Northern and Tidewater Southern.

H. A. Knappe, Oakland, with responsibility for Valley District, San Francisco to Altamont.

Other appointments announced by Redus, are:

H. Hayes, manager crew and call center, a new position.

M. J. Gosnell, staff analyst, a new position.

L. A. Lambert, chief clerk (night) transportation.

W. Lee, information control clerk.

J. L. Valentine, chief crew clerk.

The following appointments were announced by District Superintendent Harold E. Meeker:

R. J. Mead, agent, Oakland-San Francisco.

B. C. O'Keefe, agent, Oakland-San Francisco (night).

G. S. Nilsson, agent, San Jose-Milpitas.

(Continued on Page 10)

LET'S FACE IT!

When it comes to safety on the job, the best defense against being injured begins with YOU!

You're going to be reminded of this fact every time you look into one of the hundreds of mirrors located along the railroad in offices, washrooms, switch shantys, and on various pieces of equipment. There, you'll see the label "You Are Looking At The Man Most Responsible For Your Safety." So, take a good look — it could save your life!

The idea was suggested by Sidney A. Love, a switchman for 16 years now working at Oakland. In addition to Sid's interest in helping to promote safety on the railroad, as a winner of the Monthly Safety Suggestion Award he will receive one share of WP's common stock. Sid is also eligible for the Annual Award competition worth an additional 10 shares of stock if his



Trainmaster Frank Webb presents a share of WP common stock to Switchman Sid Love.

suggestion is selected as the best of all entries.

All WP-SN-TS employees, except those evaluated, are eligible to compete for the awards. Who knows, just by looking at the man most responsible for your safety may give you an idea for a Safety Suggestion and put from one to ten shares of WP stock in your kitty! Give it a try!

They Have Retired

Peter J. Calcaterra, clerk, Stockton, 45 years 8 months.

David B. Floyd, switchman, San Francisco, 34 years 1 month.

Archie D. Gibson, car inspector, Stockton, 20 years 7 months.

Winton V. Hanson, administrative assistant-intermodal, San Francisco, 44 years 2 months.

William P. Hawk, machinist, Stockton, 25 years 7 months.

Robert B. Lambert, carman, Sacramento, 45 years 2 months.

Angus E. Moore, section foreman, Keddie, 37 years.

James F. Murray, conductor, Oakland, 41 years 8 months.

Burr E. Outlaw, locomotive engineer, Portola, 29 years 8 months.

Melvin M. Richards, train desk clerk, Sacramento, 25 years.

Fitzgerald Turville, brakeman, Salt Lake City, 29 years.

PEOPLE ON THE MOVE . . .

Special Agent

Derlin R. Greenwell was appointed assistant district special agent-claim agent at Elko. He succeeds Robert F. Stenovich who became assistant special agent-claim agent, San Francisco, as reported in the May-June issue.

Dick is a native of Paul, Idaho and graduated from White Pine High School in Ely, Nev. in 1944. He previously worked as sheriff for White Pine County at Ely, and later as patrolman for the State of Nevada at Tonopah.

Dick is a member of the Nevada Peace Officers Association.

Standing behind George Saruba are William Gray, Richard Fields, Leon Monks, Norman Treat, and Joe Sudderth. Machinist Richard Esponosa was on vacation and not available when Special Agent John Sterner took the group picture.



Heroism by six men saves fellow worker

What may have turned into a major tragedy was avoided by the heroic efforts of six men outside the east end of the Stockton diesel maintenance facility on March 22. Prompt action, without regard for their personal safety, was largely responsible for the favorable outcome.

The incident took place in an oil sump the railroad installed to prevent pollution of the drainage system from disposal of oil and various chemical cleaning solutions.

When Water Service Maintainer George Saruba entered the manhole to clean screens on the pump he was overcome by fumes and slipped into the sump. Water Service Maintainer Leon Monks and Storekeeper Joe Sudderth quickly entered the manhole to assist Saruba and were overcome by the fumes. Machinist Richard Esponosa and Mechanical Laborer Norman Treat next went to the rescue of the three men and they, too, were overcome. They were followed by Diesel Foreman William Gray and Machinist Richard Fields, who with the assistance of employees above with

ropes and the fire department, effected a rescue of all.

All seven workers were taken to the hospital, but fortunately, all quickly recovered.

A letter of congratulations and gratitude was written by Vice President & General Manager Donald H. MacLeod and delivered personally to each of the six rescuers by their respective department heads.

"Due to your unselfish action in subordinating your personal safety to the plight of others in distress, you were largely responsible for preventing that incident from becoming a major tragedy," wrote MacLeod.

"Your actions in this instance were in the highest tradition of individual bravery and loyal service to the Western Pacific Railroad. Please accept my thanks for an extraordinary job done in the finest tradition of railroading and humanitarian service," he concluded.

Stringent steps have been taken to supplement existing safety rules in this category to insure no repetition of this near tragedy.



Service Pin Anniversaries

June-July-August 1971

45-YEAR PINS
 Jack H. Hyland Assistant Freight Pricing Manager-TC San Francisco
 William F. Parker Engine Watchman Sacramento

35-YEAR PINS
 James D. Balir Locomotive Engineer Transportation
 Fred W. Brandes Senior Sales Representative Sacramento
 Frank T. Calnan Code Clerk "B" San Francisco
 John P. Carroll Sales Representative San Jose
 Wilbert S. Cope Manager, Labor Relations San Francisco
 Lawrence Daniel Assistant Chief Clerk Stockton
 Clarence E. Dadds Carman Sacramento
 John C. Evans Bill & Demurrage Clerk San Jose
 G. A. Galbraith Conductor Transportation
 Iver D. Gregory Locomotive Engineer Transportation
 Jack A. Grubbs Locomotive Engineer Transportation
 Arthur J. Heckala Locomotive Engineer Transportation
 Evert Humphreys Train Desk-Crew Clerk Portola
 Lloyd W. Hurd Conductor Transportation
 Daniel J. Irwin Freight Claim Agent San Francisco
 Richard R. Kinzel, Jr. Carman Sacramento
 Ernest V. Lerner Locomotive Engineer Transportation
 William E. Meyers, Jr. Locomotive Engineer Transportation
 J. L. Miller Assistant Roadmaster Roadway
 J. P. Moody Extra Gang Foreman Roadway
 C. W. Owen Conductor Transportation
 Nina Pacioni Storekeeper Sacramento
 Harlan O. Powers Car & Derrick Foreman Portola
 Leon P. Radcliff District Special Agent-Claim Agent Sacramento
 Myrl M. Snow Locomotive Engineer Transportation
 Earl A. Thompson Assistant to Engineer Signals & Communication Sacramento
 Theodore Travins Interline Switching Clerk San Francisco
 Willie R. Turner Locomotive Engineer Transportation
 James W. Walsh Carman Orville
 Birger E. Westman Claim & Industry Clerk Oakland

30-YEAR PINS
 Chester F. Barnes Locomotive Engineer Transportation
 Arthur W. Bowers Carman Elko
 Marlin H. Buckley Agent Reno
 Russell L. Burch Claim-Industry Clerk Oakland
 Reinhart L. Carskadon Locomotive Engineer Transportation
 Kenneth W. Craig Conductor Transportation
 George W. Daniell Locomotive Engineer Transportation
 Edward M. Dubrutz Locomotive Engineer Transportation
 Robert A. Failing Secretary-Clerk, B&B Oakland
 Harold W. Fife Conductor Transportation
 William C. Filbeck Locomotive Engineer Transportation
 E. M. Flahive Assistant Chief Clerk, Data Processing Center San Francisco
 John G. Ford Cashier Elko
 William D. Gladney Car Desk Clerk Sacramento
 Jay R. Kump Electrician Elko
 Chester F. McDonald Locomotive Engineer Transportation
 John T. McLaughlin Conductor Transportation
 Earl P. Miller Icing & Report Clerk Stockton
 Edgar C. Newman Locomotive Engineer Transportation
 George A. Oels Locomotive Engineer Transportation
 Burr E. Oullaw Locomotive Engineer Transportation
 Donald R. Patterson Conductor Transportation
 Othel W. Parry Locomotive Engineer Transportation
 Lamar Porter Conductor Transportation
 George R. Porterfield Locomotive Engineer Transportation
 Loren L. Powell Conductor Transportation
 Peter Rosenkrants Conductor Transportation
 Ralph F. Sarbach Diesel Foreman Portola
 Helen T. Sells Head Statistician-Marketing San Francisco
 Graham W. Snyder Fireman Transportation
 John A. Vrismo Conductor Transportation
 Robert M. Wakefield Locomotive Engineer Transportation
 Homer D. Wolf Conductor Transportation

25-YEAR PINS
 Otis O. Albritton Store Helper Stockton
 Leo A. Baker Sales Representative Portland, Ore.
 Jesus Barajas Track Laborer Roadway Dept.

(Continued on Page 13)

Harry Baumgardner Carman Elko
 Jack B. Clark Yard Diesel Clerk Elko
 Vitoriano M. Diaz Laborer, Mechanical Dept. Stockton
 Richard Duncan, Jr. Track Laborer Roadway Dept.
 James F. Finley Supervisor of Disbursements San Francisco
 Roy T. Fleming Per Diem Clerk San Francisco
 Andrew Gianelli Carman Stockton
 Davis W. Jordan Switchman Transportation
 Edward S. Lacey Track Supervisor Roadway Dept.
 Robert F. Lawton Machinist Sacramento
 Harold Mettelt Car Foreman Milpitas
 James L. Monks Water Service Maintainer Stockton
 James F. Roberts Blacksmith Sacramento
 Albert F. Schwarzenberger Machinist Sacramento
 Manuel L. Silva Head Bill Clerk Sacramento
 Lenore Studt Head Machine Operator-Clerk San Francisco
 Joseph J. Valerga Chief Clerk-Engineering San Francisco
 Miriam L. Webb PBX Jumbo-Typist Stockton
 B. J. Witucki Extra Gang Foreman Roadway Dept.

20-YEAR PINS
 R. O. Daniels Locomotive Engineer Transportation
 James B. Hansen Sales Representative St. Louis
 O. L. Hocker, Jr. General Manager, SR&D San Francisco
 Norma A. Joseph Sieno-Clerk Sacramento
 William J. Lesvy Roundhouse Foreman Keddie
 Robert L. M. Illhiser Mechanical Coordinator Sacramento
 Leon Monks Water Service Maintainer Stockton
 George L. Naisat Industry Clerk Milpitas
 John Prise Carman Oakland
 J. P. Rodriguez Track Foreman Oakland

15-YEAR PINS
 D. J. Amos Brakeman Transportation
 John Baranesky Car Foreman Oakland
 C. W. Beadling, Jr. District Sales Manager New York City
 James A. Bergstrom Secretary-Marketing San Francisco
 M. B. Brunner Brakeman Transportation
 R. L. Cassidy Brakeman Transportation
 A. F. Chaplin Telegrapher Sacramento
 T. M. Cutler Switchman Transportation
 J. M. Dyer Assistant Manager-Computer Operations San Francisco
 S. P. Garteiz Brakeman Transportation
 George D. Gieber Signal Inspector Winnemucca
 R. E. Hale Switchman Transportation
 W. J. Harkness Sales Representative Salt Lake City
 Clyde A. Harris Machinist Portola
 E. A. Hastings Locomotive Engineer Transportation
 Edward O. Hood Machinist Sacramento
 T. W. Hutchins Brakeman Transportation
 J. E. Nowlin Brakeman Transportation
 J. L. Overholser Brakeman Transportation
 H. A. Owens Switchman Transportation
 R. T. Peterson Switchman Transportation
 W. P. Petterson Internal Auditor San Francisco
 Lee C. Preston Sales Representative Oakland
 T. L. Saunders Switchman Transportation
 W. J. Tatamer Locomotive Engineer Transportation
 K. J. Tinker Manager-Station Services Sacramento
 W. E. Wakeland Telegrapher Stockton
 D. L. Ward Brakeman Transportation

10-YEAR PINS
 Kenneth C. Baumgardner Yard-Diesel Clerk Elko
 Robert Ehrenthal Pricing Department San Francisco
 Jerry G. Freeman Switchman Transportation
 John H. Godat Switchman Transportation
 John J. Kociban Switchman Transportation
 James A. McIntosh, Jr. Diesel Foreman Stockton
 Walter J. Richard Industry Clerk San Jose
 R. C. Valencia Supervisor Stationery & Printing San Francisco



Peter Citron, assistant to vice president-marketing (left) and Arthur Allen, marketing office manager (right) were present when Secretary Florence Libby received her 20-year Service Pin recently from her boss, Walter C. Brunberg, vice president-marketing.



Caboosing

OROVILLE

Art Reichenbach, Jr.

Personnel changes have resulted in our getting two good men in the persons of Trainmaster R. L. "DICK" MEYER and Road Foreman of Engines J. W. "JAY" HAMMOND. Dick is a native of Oroville and attended schools here. His father, Gerald Meyer, at one time our mayor, has a furniture store here. Dick and his wife have four children. He came here from Stockton. Jay has many relatives who have worked for Western Pacific, some at present, and some in the past. Jay came to us from Keddie with his wife and two children. Welcome, gentlemen, to Oroville!

Signalman and Mrs. EMERY L. FIELD received very happy news from the University of California at Berkeley, announcing that their daughter, Margaret, had been awarded a \$2,000 Regents Scholarship for maintaining high scholastic standing. A senior next year, Margaret will graduate in three years. Her majors are math, computer science, and German. Her parents are very proud as their daughter continues to attain outstanding achievements.

We very deeply regret the passing of Marnell Pattison, beloved wife of retired Carman R. S. "DICK" PATTISON, and Dick and his family have our condolences.

Yardmaster J. E. "JERRY" MILLER

is in the Medical Center having his inner workings realigned and adjusted. He has our best wishes for a speedy recovery.

Smiling A. B. "AL" TEDD, crew & demurrage clerk, is telling everyone he is thinking of changing his name to Pullman since he was provided with new uppers and lowers.

NEW YORK CITY

Bill Gurgurich

We had a good turnout at the Raritan Traffic Club's annual "Railroad Night" held at the Ramada Inn in East Brunswick, N.J. As chairman, this Correspondent arranged to have James W. Diffenderfer, public affairs executive, Penn Central, Philadelphia, present a slide-talk program telling us about ASTRO. The program was well received.

Other than flowers, the month of May brought other beautiful events for our employee families. Mark and Kevin Hastings, sons of Senior Sales Representative (New York) and Mrs. JOHN HASTINGS, made their first Holy Communion and Confirmation respectively.

Leo Kaminsky, Jr., son of Senior Sales Representative (Buffalo) and Mrs. LEO KAMINSKY, graduated from State University College at Buffalo on May 15. Leo, Jr. had quite a senior year, being on the honor list the first semester and on the Dean's list

the second semester. He plans to enter graduate school this summer awaiting call to active duty with his Army Reserve unit.

Bill Beadling, son of District Sales Manager and Mrs. CLARENCE BEADLING, graduated this June from Heshaminy High School and will attend Bucks County Community College at Newtown, Pa. this fall.

SACRAMENTO NORTHERN

Ruth Crane

Sincere congratulations to ROSE MARY FIELDS, PBX operator, on her marriage on May 1 at the Starlite Wedding Chapel in Reno to Sacramento Northern Train Dispatcher BERNIE LONG. The bride was given



Mr. and Mrs. Bernie Long

away by her son, Robert, who was also best man. Her daughter, Mrs. Frances Ozanich was matron of honor. After the ceremony the family and friends enjoyed dinner at the Pioneer Inn, after which the couple left for a honeymoon at Lake Tahoe and along the Coast from San Luis Obispo to Monterey.

We just can't keep retired Corporate Secretary MILTON F. ZIEHN out of the news! He just received another award, this time from the

Sports Committee of the Sacramento Metropolitan Chamber of Commerce at their Hall of Fame Sports Banquet on May 21. As Chamber President J. W. Kipper presented the plaque he praised Milt for his dedication to the principles of sportsmanship and fair play and for his hand in furthering sports in the Sacramento area. "This man should be renamed 'Mr. Little League Baseball' as his efforts have been of unmeasurable help to our Little League program. He began as secretary in 1956 for the Grant Little League team in Del Paso Heights, and since 1957 he has been administrator for Little League District #6 having 18 leagues, which adds up to 6,000 boys and 1,500 volunteer workers. He has directed every level of tournament play, was a member of the national board of directors, and was sectional chairman for seven leagues having more than 25,000 boys. In addition, Mr. Ziehn still finds time to serve as corporate secretary and director for the Northern California Baseball Roo Rooters Association."

The main speaker for the evening was Archie Moore, former world light heavyweight champion.

OAKLAND

Mary Hodghead

GEORGE ZAMBELLES, a marine deckhand on the M/V "Las Plumas" retired after 31 years with WP. As a boy, George left his native Greece when he was just fourteen. He worked as a seaman on barges and tugs in the Panama Canal, and in 1921 joined the Sailors Union of the Pacific. He worked for many years as boatswain on the American President Lines and was in Shanghai when the Japanese invaded China. At the onset of World War II he came to work for WP as an able seaman. To George we extend

our very best wishes in his retirement.

Congratulations to Switchman MAX EMPIE and his wife, Lily, who are proud parents of a beautiful 6 lb. 9 $\frac{3}{4}$ oz. girl, Larena Rose, born on March 2. In her first months, Larena Rose has already visited her parents' summer home in Calaveras county in Mother Lode country. It is a lovely setting for a home away from urban sprawl where, if you're like Max, you can catch a fine limit of trout and let your daughter grow up with an understanding and appreciation for nature.

May 1 was a day of many job changes in Oakland. While we welcomed new faces, our billing department moved to Sacramento and the Sugar Dock was closed, and in honor of all those who have left, the yard office and clerks gave a going-away



party, serving a colorful and delicious cake decorated with the sentiment "We'll Miss You All."

Cupid's arrow won another victory when Yardmaster KEN MAYBURY and Donna Jardine were married on St. Valentine's Day in Reno. We are happy to report that in spite of "his wound" Ken returned to work looking more bright eyed and bushy tailed than ever.

Our wishes for the best of luck and

many happy travels go to JOHN ANDERSON, who retired from service on the M/V "Las Plumas" as mate, Crew No. 1, recently. "I've enjoyed working on the "Las Plumas" with its great crews, especially Captain Arthur Yuturiaga and his fine gang," said John. "Now that I'm retired, I plan to do some traveling, starting with a trip to Las Cruces, New Mexico, this May to visit my daughter and her family. I wish everyone the best of good luck!"

DIXIE ULISSE is rightly very proud of her son, Keith, at receipt of his third scholarship to the University of California at Davis. Keith, a freshman political science major, has received scholarships from Franklin Savings & Loan, the Bank of America, and his latest from the Edward Frank Kraft Scholarship Fund. He graduated as valedictorian from Monte Vista High School in Danville. This summer, as last, Keith will be in Central America serving in Amigo de las Americas, an organization similar to the Peace Corps but privately funded, which provides needed medical services to the local population.

Congratulations to Chief Claims Clerk BARBARA BERGMAN and Special



Alice and Don Edlinger receive a wedding toast from Alice's parents, Barbara and Bill Bergman during reception festivities.

Agent-Claim Agent BILL BERGMAN on the marriage of their daughter, Alice, to Don Edlinger at Christ Episcopal Church in Alameda. Alice is a graduate of San Lorenzo High School and a former Pacific Telephone Company employee. Don is stationed at the Naval Air Station in Alameda. Alice and Don will not forget their wedding date as they chose April 1. You can tell by their smiles and with their youthful wisdom that they understand that without a sense of humor survival is for naught. Many happy April Fools Alice and Don!

SACRAMENTO

Best wishes to MELVIN M. RICHARDS who retired on August 5. He left the Sacramento yard office at midnight



for the last time after 25 years as train desk clerk on the same shift. Richards had previously worked for WP several times, first in 1928 as a gandy dancer on an eastern division section gang under Foreman Cecil Borjas. He was

promoted to an extra gang near Winnemucca but soon left WP for about 10 years. He then returned to WP to work on bridge and building and tunnel gangs, but left once again and for a while worked for the SP in Portland, Ore. before returning to Oakland on a WP B&B gang. He next worked for Moore Dry Dock Co. during WWII, and then began his last hitch with WP at the freight office in Oakland on September 6, 1945. He then bid on a job at Pleasanton before becoming train desk clerk at Sacramento. Melvin's father died a few years ago after re-

tiring from WP as a roadmaster in the Canyon and on the eastern division.

PORTOLA C. E. "Gene" Rowe

Congratulations to Richard J. Bass, 17-year-old son of Switchman JOHN F. BASS, on receiving an American Legion athletic scholarship to represent his school at the 1971 session of California Boys State in Sacramento.

Richard, along with some 850 other outstanding leaders, will learn how our system of Government operates in a democratic process through positive teaching. The boys will



elect officials of the city, county and state, pass and enact laws and enforce them by duly appointed and elected officials from among their group. The session will culminate with the boys taking over the government in Sacramento from the governor on down through the ranks. In addition the boys will have free time for sports and a program every afternoon for relaxation.

WENDOVER-SALT LAKE CITY

Carol Suchan

The "Welcome" sign is out to Engineer S. F. HIATT, who recently moved to Salt Lake from Portola!

We were most sorry to learn that Engineer FRANK AIELLO recently underwent major surgery and our sincere wishes for Frank are that his recovery is rapid.

Right after the opening of fishin' season there were numerous "big fish" stories being told, but we've seen no evidence to support those tales!

Letters Received

Fond Memories

May I express my deep appreciation for receiving MILEPOSTS. My husband, Dan T. Costello, who died on March 30, 1970, retired from the traffic department in August 1958 with over 40 years service. It's wonderful to look back on all the wonderful changes that have taken place. I shall always be interested in any news of WP's doings and the wonderful organization they have.

Mrs. Dan T. Costello and Sons
5349 Manila Avenue
Oakland, CA 94618

* * *

Award for Volunteer

A story in a recent edition of the San Rafael *Independent-Journal* paid tribute to Robert Beebe, one of four persons jointly selected by the Volunteer Bureau of Marin as "Volunteer

of the Year." Bob, who retired July 31, 1969 as assistant freight claim agent, gives people of Marin 32 hours of his time every week on a one-dollar-a-year salary. A Marin County resident for over 30 years, Bob soon tired of gardening and home projects. He now trains and supervises new volunteers in the department of Public Social Services. In addition he also coordinates the Kappa Kappa Gamma Phone Pal Project within the department. The Board of Supervisors appointed Bob a member of the Family and Children's Services Advisory Committee and he serves on two of its subcommittees. He recently received a special award from the supervisors for outstanding services to the community.

Jill Adrian
Freight Claim Investigator
San Francisco

CABOOSING . . .

Our very best wishes are extended to Brakeman FITZGERALD TURVILLE



who retired on May 14 after 29 years service with Western Pacific, and five previous years with the Denver & Rio Grande Western. "Fitz" told us he plans to keep busy repairing tricycles and bicycles for his 16 grandchildren and his one great-grandchild. He also has plans to do plenty of fishing, hunting, and golfing with his three sons. A retirement party was given for "Fitz" at the home of his son, Conductor-Brakeman G. C. TURVILLE, and everyone who attended reported having a wonderful time. "Fitz" extends his thanks and appreciation to the many friends for the lovely retirement gift presented to him that evening.

"Fitz," right, receives retirement gift from Conductor-Brakeman G. R. Thompson.



In Memoriam

Arnold E. Black, retired waiter, Oakland, February 1971.

Jay B. Brooks, retired Sacramento Northern marine oiler, Oakland, March 1971.

B. A. Burns, retired Sacramento Northern manual sub-station operator, Sacramento, April 15.

Peter Chapen, retired carman, Sacramento, February 1971.

Noel S. Culley, retired boilermaker, Stockton, June 4.

Hans Esterby, retired machinist, Keddie, March 1971.

Donald D. Fuller, retired telegrapher, Keddie, February 1971.

Jose R. Gonzales, retired roadway employee, Carlin, Nev., February 1971.

John B. Gouldy, retired B&B foreman, Roadway Dept., March 1971.

George Hall, retired fireman, Portola, February 1971.

Charles Herman, retired track laborer, Roadway Dept., March 1971.

Tom D. Kallas, retired Sacramento Northern track laborer, Sacramento, March 1971.

Charles R. Mallinson, retired signal towerman, Stockton, February 1971.

William McCord, retired rodman, Pennsylvania, January 1971.

S. A. Mello, retired patrolman, Sacramento, February 1971.

Willie A. Mendenhall, retired chief clerk, Salt Lake City, February 1971.

Dale K. Robinson, store helper, Sacramento, June 7.

Walter E. Spears, retired fireman, Elko, February 1971.

Charles S. Tremewan, retired clerk, Elko, February 1971.

Charles H. Truex, switchman, Oakland, February 1971.

Cornelius J. Van Hulten, retired cabinet maker, Sacramento, March 21.

Harvey R. Vasmire, retired carman, Portola, date unknown.

Edward Wilkinson, retired roadway employee, Greenville, February 1971.

Charles S. Wilson, retired agent-telegrapher, Quincy, February 1971.

VOLUME 23, NO. 4 JULY-AUGUST 1971



Milepost 220: Siding at right of main line named for the late Charles Eley, Western Pacific's president from 1932 to 1949.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



JULY AUGUST 1971

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San Francisco, CA 94105

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RAILROAD
LINES



Canadian National is testing depressed-center flat car capable of carrying six 20-foot containers.

* * *

Railway Progress Institute announced program under which Boy Scouts will have opportunity to compete for \$1,750 scholarship by answering question "Why are railroads important to the nation?"

* * *

C&O/B&O putting into service new appliance box cars with 12-ft. 7-in. clear interior height permitting three-high stacking of units such as washing machines and ranges.

* * *

Colorado and Wyoming inaugurated new 40-car unit train "Flying Ute" (Unit Train Express) system to haul coal 121 miles between Colorado Fuel & Iron's Allen mine and CF&I's Pueblo plant.

* * *

Milwaukee Road may be next railroad to diversify with exchange offer to be made probably in 1971 if proposal is accepted.

* * *

Burlington Northern's Havre, Mont. diesel shop inaugurating "Systems Evaluation And Reliability Checker" (SEARCH) to make rapid electronic check of locomotives' moving parts which records on tape any variation from norm which becomes subject to repair.