

Southern Pacific **BULLETIN**

Summer, 1975



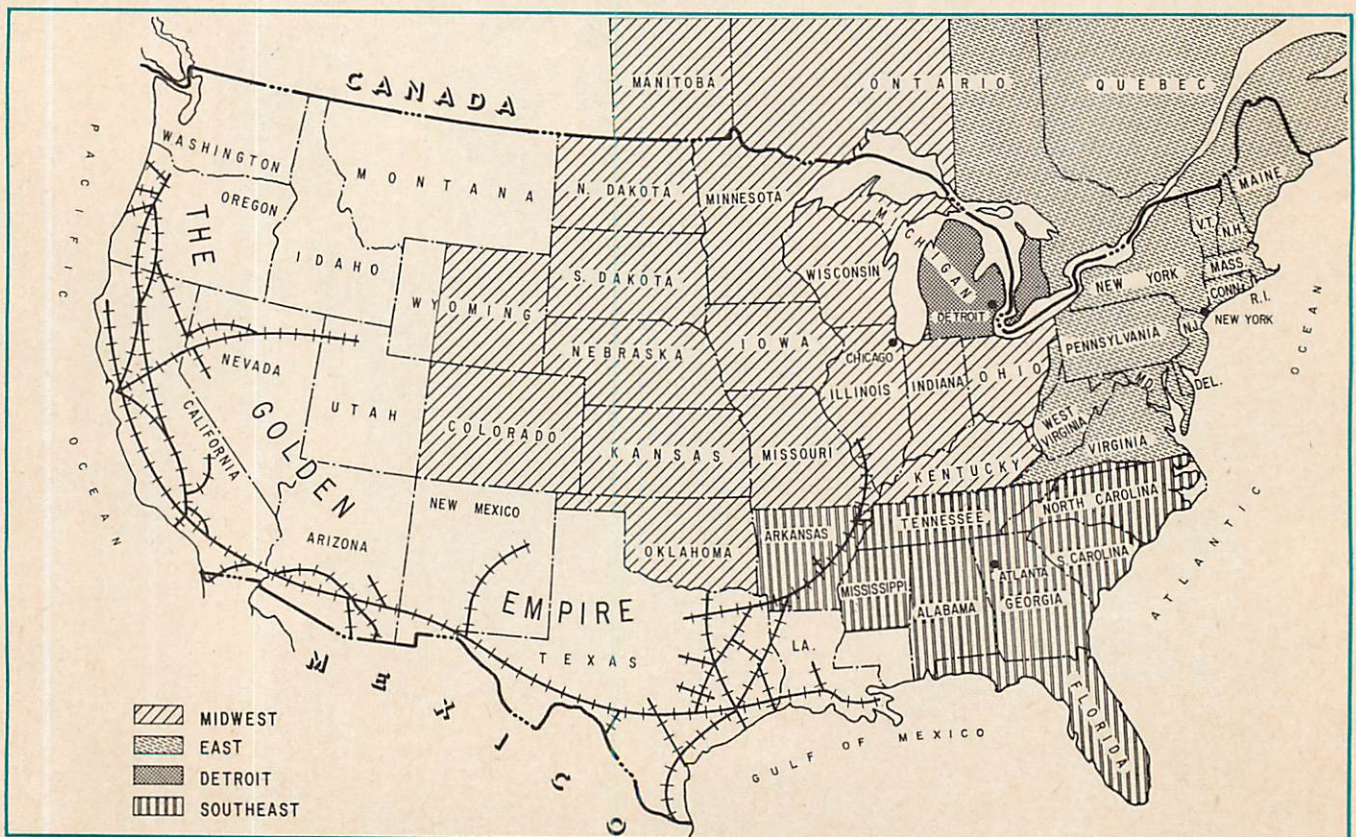
**Bicentennial Locomotive Is
Christened at Los Angeles**

They sell our service in 37 states
and three Canadian Provinces.

Our Off-Line Traffic



ABOVE: Administrative headquarters for the four off-line traffic territories shown on map below are on the 19th floor of a downtown Chicago office building (lower left), across the street from the giant 110-story Sears Tower, world's tallest building. SP Communications Co. now has two high performance microwave antennas atop this structure. RIGHT: Chicago Traffic Rep. A. B. (Bart) Behrendt leaves office for his day's calls.



Getters

SOUTHERN PACIFIC has sales offices in 68 cities located throughout the U. S., Canada and Mexico, with over 300 experienced sales people working full time to win traffic for our Company.

Twenty-two of these district offices are located in the huge (see map) off-line territory under the jurisdiction of Robert E. Wynkoop, general traffic manager, Chicago.

"Last year, more than a million carloads of freight originated or terminated in this territory — before or after trips over our lines," explains F. E. Kriebel, vice president-traffic. "That adds up to about half our total traffic for the year."

It's Vital to Us

The territory, which covers all or part of 37 states and three Canadian provinces, is vital to us for another reason:

Many major firms with plants, warehouses or marketing operations in the Golden Empire have corporate headquarters in off-line territory. Traffic managers for these firms in the large midwestern, eastern and

BELOW: Rate Clerk Dale Neubek does some quick figuring in order to be able to give customer a prompt, accurate rate quotation. **BELOW RIGHT:** Tracing Clerk Sharon Dyke helps win friends for SP by the courteous, helpful way she deals with customers over the phone. Both work at Chicago.



Meeting briefly with three members of his staff is General Traffic Manager Robert E. Wynkoop (seated center). Others, from left, are: James A. Larimore, regional manager, intermodal and international traffic; Ronald C. Cynor, asst. to GTM; and Tom A. Brueckheimer, general freight agent, rates and divisions.

southern cities decide how traffic will be routed hundreds and even thousands of miles away.

"More than half of our biggest customers have headquarters in off-line territory," Wynkoop says. "These national corporations are extremely important to us, of course, but we don't neglect the smaller companies either. Every car counts — especially these days."

"The traffic managers we call on control shipments that may require various combinations of on and off-line moves or may move entirely between on-line cities," he points out. "Virtually all of this traffic is subject to competitive routing, so it's up to us to convince the shippers — large or small — that we can do a better job for them."

Here are some examples of typi-

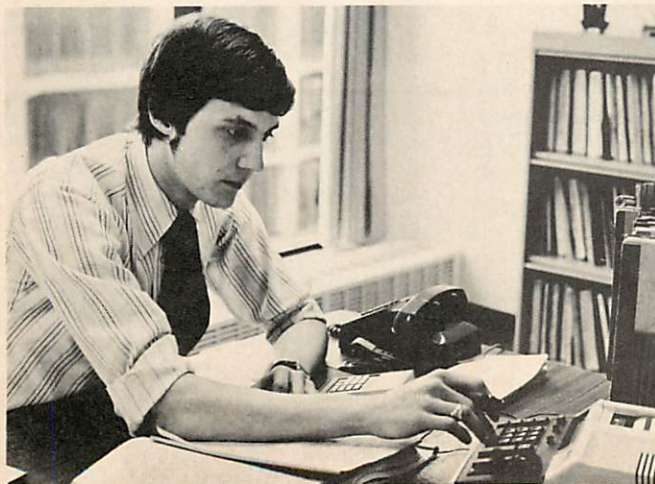
cal moves — all involving our lines — that are routed from cities in off-line territory:

- A large paper firm ships products from its plants in the State of Washington to various cities in California. Routing decisions on that traffic are made in Philadelphia.

Far Away Decision Makers

- A multi-plant chemical company ships material from factories in Texas to processing plants on the West Coast and finally to markets throughout the West. Routing decisions are made in New York.

- Auto parts are shipped from the Midwest to assembly plants in California, and finished autos are transported to dealers throughout the West and Southwest. This traffic is routed at the direction of auto in-





dustry people in Detroit.

- A steel firm in Utah ships to fabricating plants on the West Coast. The firm's traffic manager in Pittsburgh makes the routing decisions.

- Carloads of plasterboard move from a Southern California plant to various West Coast distributors. Routing decisions are made in Chicago.

- Large shipments of sugar from West Coast refineries move to soft drink bottling plants at key locations throughout the U. S. A traffic officer in Atlanta decides how they will move.

SP's off-line traffic people work closely with their on-line counterparts in a carefully coordinated nationwide sales effort.

"We're all members of the same team," Wynkoop emphasizes, "and we help each other in every way we can."

This help takes the form of a continuous exchange of pertinent traffic

ABOVE LEFT: Chicago Traffic Representative Raymond L. Holloway, left, calls on Harry D. Gobrecht, center, director, transportation and physical distribution, for U. S. Gypsum Co.; and Trenham S. Turton, left, manager, transportation, for this firm which has 133 plants and 77 distribution centers throughout the U. S. **ABOVE RIGHT:** Frank T. Kearns, left, traffic manager, Midwestern Territory, confers with members of his staff. Shown, l-r, are: John W. Sampson, Jr., asst. to TM; Ray Simons, district traffic representative; Lawrence F. Derkacy, asst. to TM; and Edward K. Sewall, district manager, international traffic.

information.

One of our traffic representatives in the Chicago area, for example, might find out that one of the firms he calls on has a contract to supply 5,000 tons of steel for a skyscraper in San Francisco.

"You've been helpful to us in the past," the steel firm's traffic manager might tell him, "and we'd like to give you the long haul on this business, but the general contractor in San Francisco controls the routing. Why not contact him and tell him I am agreeable to routing it via SP?"

Team Effort

A report on this conversation is flashed to San Francisco where an on-line traffic representative visits the contractor, giving him the information he needs on rates, schedules, car availability and service, and the steel ends up being routed over our lines.

Conversely, one of our on-line traffic men might learn that a large engineering firm in the Los Angeles area is doing the design work for a huge oil refinery in Texas and that contracts for pollution control equipment are being placed with a plant in Harrisburg, Pa. An off-line traffic representative contacts the manufacturer in Harrisburg, explains the service and rates we are able to offer, and secures a favorable routing which results in more carload business for our railroad.

"Our on-line traffic people generally have the best 'handle' on business originating in the Golden Empire," Wynkoop points out, "but if

we can help with the routing of that traffic, we feel we've made a particularly valuable teamwork contribution."

Four Traffic Managers

For administrative purposes, the off-line area under Wynkoop's jurisdiction is divided into four territories, each headed by a traffic manager. They are, with their headquarters cities: the Midwestern Territory, Chicago, Frank T. Kearns; the Eastern Territory, New York, W. T. Delmater; the Southeastern Territory, Atlanta, G. L. Smythe; and the Detroit Territory, which has major responsibility for contacts with the auto industry, J. E. Blackburn.

Attractive new offices on the 19th floor of a downtown Chicago building provide headquarters for both the general traffic manager and his staff and the traffic manager of the Midwestern Territory and his staff. This building, by the way, is directly across the street from the 110-story Sears Tower, tallest building in the world.

Specialized Staff

Wynkoop's staff includes Ronald C. Cynor, Michael D. Kolodziej and Ken W. Corniels, assistants to the GTM — each with specific areas of responsibility; Tom A. Brueckheimer, general freight agent, rates and divisions; James A. Larimore, regional manager, intermodal and international traffic; and Tom E. Wilson, staff assistant.

They are aided by specialists from the Transportation and Communi-

cations Departments headed respectively by Eugene M. Lonak, assistant superintendent of car service, and Amy P. Tuller, communications supervisor.

"Our office provides administrative and technical assistance to the four regional offices," Wynkoop explains, "and they do the same for the 22 district offices. The whole purpose is to give the man on the street every possible sales advantage." (More about that later.)

How does the work of the off-line traffic representative differ from that of his on-line counterpart?

An Unseen Product

"In on-line territory, a traffic manager can look out the window and see that SP is a busy and effective railroad," Ron Cynor points out, "but we don't have that daily advertisement here — we're selling an unseen, highly intangible product."

"Beyond that," he adds, "since we're over half a continent away from headquarters, we have to carry the whole Company in our brief cases. We have to be able to discuss every aspect of SP operations — not just rail service, but pipeline, piggy-back and truck service, industrial

development and even claims and credit matters — and do it in a way that will make friends for our Company. We can't say, 'wait a minute, I'll have a PMT man talk to you. He's just down the hall.'"

Ear to the Ground

"An important part of our job is to be sensitive and alert to any possible changes in distribution patterns," Cynor explains. "For example, a traffic manager might tell one of our people, 'We're studying the feasibility of setting up warehouses on the West Coast and distributing from there.' After explaining the full range of assistance SP can offer a firm seeking a site for a new plant or warehouse, our traffic representative would immediately pass the lead along to the SP Industrial Development Company in San Francisco for further action."

"Because we're dealing with major national accounts, our off-line traffic men have to be exceptionally well-informed salesmen," Mike Kolodziej says. "They have to understand the customer's whole distribution concept and, at the same time, be well informed about rates, service, equipment and all the other factors affecting his business."

Start from Scratch

"Most of the major firms already know about SP," he adds. "Their traffic managers have a sophisticated knowledge of transportation matters. But we often have to start from scratch with the officers of smaller companies — and compete with the

representatives of the local railroads for the time to do so."

"The days of the old-time traffic man — the back-slapping, joke-telling cigar-passer-outer — are long gone," Ken Corniels points out. "Our salesmen are professionals, because industry demands nothing less. Shippers today — both on and off-line — are looking for reliable service at low cost, and they depend on knowledgeable people in our industry for assistance in putting together the kind of transportation package that precisely meets their needs."

Expert Assistance

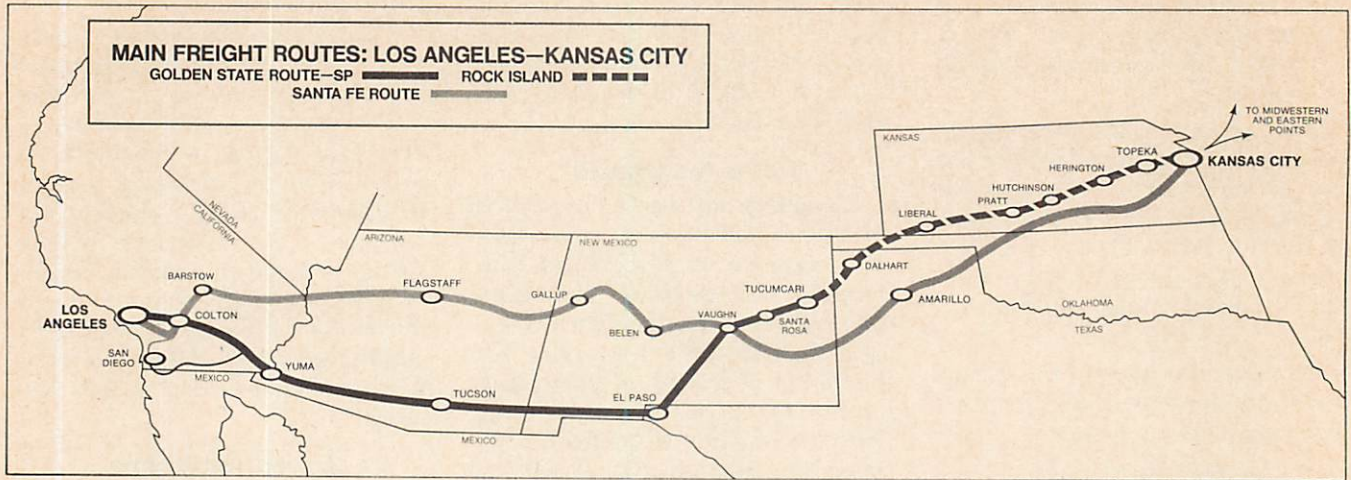
The technical help provided by the GTM office to the salesmen who are "out beating the bricks" includes:

- a staff of rate specialists for quick quotations, longer-term cost studies and information on how to initiate new rates where needed to help our customers remain competitive in their markets.
- a transportation section that can use TOPS to locate SP specialized cars in off-line territory and arrange — through the cooperation of other railroads — to have them assigned to companies planning long-haul moves over our lines. It is an obvious sales advantage to be able to tell a traffic manager, "Yes sir, you'll have five of our D/F box-cars on your siding ready for loading on Monday morning."
- direct access to headquarters

(Concluded on page 13)

BELOW: Chicago office team includes, front to rear, Joanne Lenahan, statistical analyst; Don Strugala, chief clerk, district office; and Mary Jo Kruck, secretary to DTR. BELOW RIGHT: Looking over computer print-out showing location of SP specialized cars in off-line territory are Michael D. Kolodziej, asst. to GTM; and W. J. Nebel, senior supervisor of car service.





SP Can Preserve the Golden State Route

AS YOU HAVE probably read in the newspapers, the Chicago, Rock Island & Pacific Railroad — Southern Pacific's partner in the operation of the Golden State Route (Kansas City to Los Angeles) for more than 70 years—is now in bankruptcy.

Since 1902, the two railroads have cooperated in developing traffic for this major through-route from the Pacific Coast and the Southwest to midwestern and eastern points. In the past 10 years, more than one million carloads of freight have passed over it.

If the bankrupt Rock Island is forced to cease operations, the Interstate Commerce Commission plans an emergency program to continue service on certain routes by tempo-

rarily assigning various carriers to take over some Rock Island lines.

Southern Pacific has proposed to the I.C.C. that it be permitted to operate the Rock Island line between Tucumcari, N.M., and Kansas City, Mo. (see map).

This proposal has met with overwhelming support from thousands of shippers served by the Golden State Route; from the governors of Arizona and New Mexico; from U. S. Senators representing all the states along SP's portion of the route; from scores of other U. S. Congressmen and state legislators; from SP and RI employes and their labor organizations; plus hundreds of civic bodies, community groups and individual citizens. In several instances, Rock Island employes paid for full-

page ads in their local newspapers urging the I.C.C. to give favorable consideration to SP's proposal.

Here are reasons why the proposal would be in the public interest:

- Southern Pacific stands ready, willing and able to continue the existing pattern of operations along the 673-mile RI portion of the Golden State Route threatened with abandonment or dismemberment. SP. would use RI employes in those areas. It would maintain service to 80 RI shipping points.

- Since SP is the only western connection which RI has on the route, the alternative to SP operation would be diversion of traffic to competing lines. This inevitably would destroy the Golden State Route and seriously damage the economy of the whole area, by wiping out transportation facilities for hundreds of shippers and throwing thousands of RI and SP employes out of work. Loss of this important traffic could have a serious impact on Southern Pacific, affecting service and employment far beyond the immediate area.

- Rail competition in the Southwest would suffer by loss of the Golden State Route, since Santa Fe's line would be the only through-route left in this corridor. The Golden State Route is the one direct transcontinental line available to

COVER

Chris Conroy, Operating Dept. secretary, christens one of SP's two Bicentennial locomotives during a recent stop at Los Angeles, while Hostler J. W. Permar mans the cab of the big red, white and blue diesel. (L.A. Times photo).

Chester Mack, pictured at right, well-known Yorba Linda, Calif., illustrator and rail buff, designed the color scheme, which includes the Liberty Bell, presenting it to SP as his contribution to America's 200th birthday. (Related story and pictures on pages 11-12.)



shippers between California's Imperial Valley and El Paso, Texas and the northern group of Midwestern gateways.

- Operation by SP would strengthen the national rail system. The Golden State Route is shorter and has less severe grades between Los Angeles and Kansas City than Santa Fe's route. SP can offer RI shippers fully competitive service, with access to SP's big fleet of modern freight cars and locomotives and its advanced computer technology.

- Southern Pacific's portion of the route is in solid shape and is designed to expedite transcontinental freight traffic. Over \$24 million has been spent on centralized traffic control alone since World War II, and over 90% of the line has had new rail installed. A \$41 million freight classification yard, the most highly automated in the country, has been built at West Colton, California. A \$1.68 million double-track project is underway on this route in Southern California. To remove much of the traffic for which these excellent facilities were built would be a waste of a significant part of the

nation's most modern railroad capability.

- Not only is the Golden State Route needed by shippers, but the 1,800-mile line is an economic asset to the six states and scores of communities through which it passes. Its payroll for thousands of railroad workers, the purchases from local suppliers by the two railroads and the substantial local taxes paid by the railroads for the support of schools and other vital services all are important to a broad area of the Southwest.

In addition to the proposal outlined here, Southern Pacific has held preliminary meetings with Rock Island management to explore the possibility of acquiring the RI line from Tucumcari to Kansas City.

At this point it is not known whether or not it might be necessary to assume the Rock Island's operations. The line is continuing to operate as an independent railroad. But if it should become necessary, Southern Pacific stands ready on short notice to put its great resources into action to preserve the Golden State Route.

Praise from Commissioner

Tucson Division employees were praised for their outstanding safety record in 1974 by Arizona Corporation Commissioner Ernest Garfield, who was guest speaker at a company - union safety rally and picnic held in Phoenix on May 30.

The division's 3,400 employees won top safety honors by establishing the lowest accident ratio of any of SP's nine divisions, sustaining only five per cent of the injuries recorded for the entire system (including the Cotton Belt).

Commissioner Garfield commented that the railroad is doing a "stupendous job" in operating safely, and added that he is looking forward to attending the company's safety rally next year, since the division's 1975 performance so far is even better than that recorded for 1974.

A story on the 1974 SP and Cotton Belt Harriman safety awards appears on page 10.

Distinguished Visitor

U. S. Senator Vance Hartke (Dem.-Ind.), chairman of the Senate Sub-Committee on Surface Transportation, and several of his associates recently made a cross-country tour to look at the latest in railroad technology, including SP's nationally-known TOPS computer system. LEFT BELOW: The Senator (left) listens as Vice President-Management

Services J. W. Germany explains the \$22 million system, which not only keeps track of every car, locomotive and train moving over our railroad, but performs more than 300 other functions. Sen. Hartke said the TOPS system impressed him as being "innovative," and he indicated it is the information system of the future for America's railroads. RIGHT BELOW: The Senator is interviewed by KRON-TV Reporter Suzanne Joe, while SP Console Operator Faye Parks keeps an eye on computer operations.



At our Houston intermodal center: 1. Discussing new layout are R. E. Pratt, left, center manager, and H. F. Weddle, Jr., asst. gen. manager, Intermodal Sales and Services. 2. Two \$250,000 straddle cranes are now hard at work. 3. TOFC Clerk J. W. Winkler, Jr., left, gives clearance to driver who has picked up trailer for his firm. 4. Mrs. Clara Hollaway, intermodal clerk, looks on as U. S. Customs Inspector A. H. Dalberg signs document releasing shipment originating in Far East for local delivery. 5. Steno-Clerk Nadine Williams sends document via facsimile device to Avondale. 6. TCF Clerk G. M. Guilfoyle transmits data on intermodal movement to TOPS.



Two Intermodal Centers Get Major Improvements

NOW NEARING completion are \$3.5 million worth of improvements to Southern Pacific's intermodal centers at Houston and New Orleans (Avondale).

"These improvements will more than double our capacity to handle trailer-on-flatcar (TOFC) and container-on-flatcar (COFC) traffic at the two centers," says T. A. Fante, general manager, Intermodal Traffic. "They will help us give better service to our present customers and, at the same time, provide the means to attract new traffic."

Three New Straddle Cranes

Already at work at the Houston center are two new \$250,000 straddle cranes, each capable of lifting 40-ton containers or trailers on or off flatcars in 90 seconds. Another of the giant cranes is in service at the New Orleans center.

The Houston facility will soon have three intermodal tracks with a total of 75 car "spots"—triple the number it had previously—and a paved parking area with space for up to 500 trailers or containers.

R. E. (Dick) Pratt, manager of the Houston Center, and members of his staff recently moved into a new 24-by-60-foot office building, which has a TOPS input/output unit, facsimile (document) transmission and other up-to-the-minute equipment.

The New Orleans center now has two intermodal tracks with "spots" for about 40 cars—double its previous capacity—and paved parking for about 250 trailers or containers. A trim new 20-by-36-foot office building and gate house has been constructed for Center Manager Paul Hebert and his staff.

Confidence in the Future

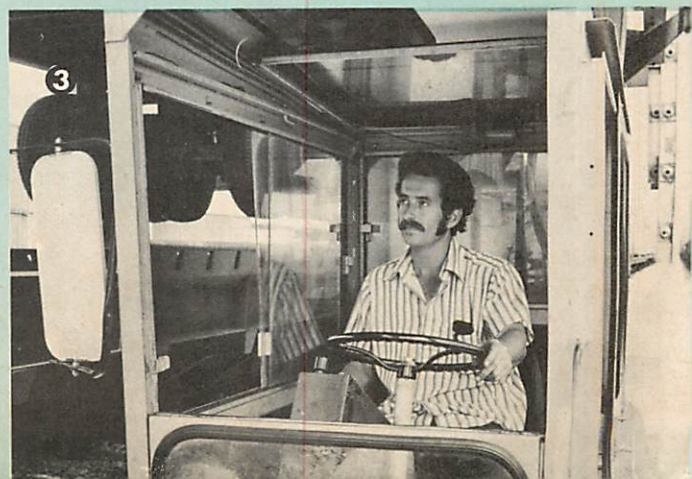
"SP's large outlay for these improvements indicates its confidence in the future of intermodal traffic in Texas and Louisiana," says H. F. (Harold) Weddle, Jr., assistant general manager, Intermodal Sales and Service, whose headquarters are at Houston.

"In spite of the decline in the national economy," he adds, "our Houston and New Orleans intermodal business has continued strong, and we feel it has a fine potential for further growth."

A growing portion of this business is mini-bridge traffic—mainly containers moving by ship from the Far East to Oakland and Los Angeles and then via our high-speed intermodal trains to Houston or New Orleans. Containers also move in the opposite direction to the Far East, and we handle some mini-bridge traffic to and from Europe.

Here are examples of recent mini-bridge moves:

At our Avondale (New Orleans) intermodal center: 1. J. E. Brewer, left, district manager, international traffic, and Paul Hebert, center manager, confer on our improved service capabilities. 2. Giant straddle crane gently places container on flatcar. 3. SP Transport Co. Driver Frank Carvajal operates controls of highly versatile crane.



- Containers loaded with manufactured items are shipped from Japan, Korea, Hong Kong and other Far East points to Houston (or one of the other Gulf ports we serve). After arriving by rail from the West Coast, they are often re-shipped to other destination cities.

- Bales of cotton grown in the South and Southwest are loaded into containers at New Orleans (and other SP points) and shipped via mini-bridge to the Far East.

- Containers of auto parts, liquor and other products are shipped from Europe to the Port of Houston and trucked to our intermodal center. From there they are re-shipped by rail through our various gateways along the Rio Grande into the interior of Mexico.

"A mini-bridge move from Japan to Houston takes five days less than an all-water move," explains Weddle. "That saves time and money for both the shipper and the ocean carrier and accounts for the attractiveness of this fast-growing service."

Over the past two or three years, SP has enlarged key intermodal centers at Oakland, Los Angeles, Houston (the present project is a further enlargement) and St. Louis, and it has opened an entirely new 19-acre



Cars loaded with containers and trailers are switched into one of New Orleans center's two new intermodal tracks, where they will be unloaded by straddle crane. Switchman R. Devellier, riding lead car, prepares to signal engineer. Portion of new office building and gate house is shown at left of train.

center at Dallas. New side-loading equipment has been installed at Phoenix, and a second straddle crane will soon be in service at Los Angeles.

We now have a total of nine major intermodal centers, plus ramp facilities at about 80 other locations.

"Intermodal traffic is extremely important to our Company," Fante points out. "Last year, it contributed

over \$100 million, or about 7% of our total rail freight revenue."

"Not only does it give us the ability to meet head-on with truck competition," he adds, "but it provides our customers — both on and off-rail — with the advantages of rail service: low-cost handling for volume shipments, using less fuel than equivalent highway handling."

SP Wins Major Safety Awards

Southern Pacific has won the E. H. Harriman Silver Medal Award for having the second-best employee safety record among the nation's

largest railroads in 1974 (those working 20 million or more man-hours per year).

The award, most prestigious in

Accepting the E. H. Harriman Silver Medal Award for safety won by Southern Pacific is L. M. Fox, left, asst. vice president-personnel. Offering congratulations are Hon. W. Averell Harriman, center, former ambassador at large and governor of New York, and William T. Coleman, Jr., Secretary of Transportation. Awards were presented in ceremonies at the Dept. of Transportation in Washington, D.C.



the industry, marks the eighth year in a row that SP has placed first or second in safety among the major railroads.

The St. Louis Southwestern Railway (Cotton Belt), an SP subsidiary, also won — for the fifth consecutive year — the Harriman Gold Medal for placing first in safety among railroads reporting five million or more man-hours, but less than 20 million man-hours per year.

Awards to the winning railroads were presented in ceremonies at Washington, D.C.

The late Mrs. Mary W. Harriman established the Harriman Awards in 1913 in memory of her husband, a pioneer railroad builder. Their two sons, W. Averell Harriman, former ambassador at large and governor of New York, and E. Roland Harriman, chairman of the American National Red Cross, have carried on the awards.

New Depot Dedicated

SP's new San Francisco commute station at 4th and Townsend Streets was officially opened June 23.

Mayor Joseph L. Alioto and Dianne Feinstein, president of the San Francisco Board of Supervisors, joined in ceremonies that included the introduction of the "Spirit of '76" (SP 3197), one of SP's two colorful Bicentennial locomotives.

Also present were Gen. Stanley Larsen (ret.), acting director, San Francisco Twin Bicentennial, Inc.; Albert C. Porter, asst. chief, Transportation Division, California Public Utilities Commission; S. M. Tartarian, San Francisco director of public works; Frank J. Scheifler, asst. superintendent of transportation, San Francisco Municipal Railway; and Gordon Graham, EMD, General Motors.

Representing SP were President B. F. Biaggini, Vice Pres.-Operations R. D. Spence, Vice Pres.-Traffic F. E. Kriebel and Vice Pres.-Public Relations J. G. Shea.

At the throttle of the "Spirit of '76" as it rolled through a paper banner to open the station was Evelyn Newell, first woman locomotive engineer in the U.S. Also assisting in the ceremonies were Bernadine Luckey, rate and division clerk, and Gloria Mancini, Operating Dept. steno.

Relocation of the station eliminated the need for a 1,200-foot freeway overpass, saved taxpayers several million dollars and retained over a million dollars worth of commercial property on the city's tax rolls. The new contemporary depot replaces the Third Street station, built in 1914-15.

The "Spirit of '76," to be used in both commute and freight service, made a morning Peninsula run with Vice Pres. Shea and Western Division Supt. W. M. Jones aboard. During extended stops at Redwood City and stationside in San Jose, the unit was greeted by San Mateo County Supervisor John Ward, Redwood City Mayor Ray A. Weymouth, Santa Clara County Board Chairman Dominic L. Cortese, San Jose Councilman Alfredo Garza, Jr. and other civic and Bicentennial officials.



1



2

1. Dianne Feinstein, president, San Francisco Board of Supervisors, christens "Spirit of '76" (SP 3197) and officially opens our new San Francisco commute station. Aboard locomotive are San Francisco Mayor Joseph Alioto, left, and President B. F. Biaggini. Behind Supervisor Feinstein are VP-Public Relations

J. G. Shea, left, and VP-Operations R. D. Spence. 2. Mayor Alioto congratulates Evelyn Newell, America's first woman locomotive engineer, who wore a three-cornered hat for the event. 3. New depot has contemporary look, large concourse for easy access to trains, city buses. 4. Band serenades commuters.



3



4



Crowds Greet Freedom Train Locomotive:

SP No. 4449 Steams Over

With hundreds of cameras clicking and excited crowds watching all along the way, SP No. 4449 — “one of the most beautiful steam locomotives ever built” — pulled a four-car special train over our lines in late June on its way to Chicago to join the American Freedom Train.

The classic locomotive, built in 1941, powered our famous “Daylight” trains in the 1940s and ’50s. SP donated it to the City of Portland in 1958 for a park display. This year a team from the Freedom Train Foundation spent 5 months restoring it to mint condition.

It will bring the 24-car Freedom Train — a rolling museum for the nation’s Bicentennial celebration — on a tour through the West later this year and into 1976.

The restored engine was christened at Portland by Mrs. Alden W. Kilborn, wife of our Asst. to VP-Operations. Representing the City of Portland at the ceremony were Mayor Neil Goldschmidt and City Commissioners Francis Ivancie, Mildred Schwab and Charles Jordan.

The 110-foot-long engine, painted with red, white and blue Freedom Train stripes, operated without a hitch,

1. At Sacramento over 7,500 people visited No. 4449, steam locomotive that will power the American Freedom Train, and its modern counterpart, the “Spirit of 1776,” one of our two colorful Bicentennial diesels. 2. Historic “C. P. Huntington,” SP No. 1, poses with other units, the three representing over 100 years of SP power. 3. Crowd greets No. 4449 at Salem, Ore. 4. Doyle McCormack, chief mechanical officer, American Freedom Train Foundation, who was in charge of restoring No. 4449 to operating condition, speaks at dedication ceremony in Portland. Behind him are members of Rose Festival Court. 5. Special train steams along SP track near Dunsuir. 6. Ralph Scurfield, left, director, Bicentennial Committee, led welcoming ceremony at Sacramento on behalf of city and county. J. G. Shea, SP’s VP-public relations (at microphone) reported on tremendous reception given special train all along route. 7. Crowd at Chico, Calif. — typical of those greeting train at 21 stops.



Our Lines Again

pulling the special train from Portland to Sacramento and then east to Ogden along the route of the original transcontinental railroad.

Thousands of people greeted No. 4449 during brief stops along the way. Many others waved from the highway as the huge old steamer chugged past. It was also on public display at our Sacramento Station and Ogden Union Station.

Many community leaders and representatives of Bicentennial committees rode varying distances aboard the train. Others took part in welcoming ceremonies and other special events.

Among them: (at Sacramento) Ralph Scurfield (see caption, page 12), County Supervisor Fred Wade and Bob Uhte, head of development for state park projects, including the California State Railroad Museum; (at Sparks), Nevada Secretary of State W. D. Swackhamer; and (at Ogden), Mayor A. Stephen Dirks and Milton L. Weilenmann, executive director, Utah Dept. of Development Services, representing Gov. Calvin L. Rampton.

No. 4449's trip was the first by a steam engine under its own power over SP lines in nearly 17 years. After it has completed its Freedom Train tour, it will be restored to "Daylight" colors and returned to the City of Portland.▲



Our Off-Line Traffic Getters (Concluded)

information, including "real-time" computer reports on vital traffic matters, and accurate, up-to-the-minute data on service, schedules, transit times and other subjects.

This flow of information is facilitated by direct telephone dialing between Chicago and any SP point — on or off-line, the TOPS system, teletype (for both messages and the CARLOC program) and facsimile (document) transmission. The regional and district offices also have access to TOPS as a source of nearly instantaneous car location data.

"We're proud of the caliber of our off-line sales people," Wynkoop says. "We have a mixture of 'old heads' and sharp young people — several of them products of the Man-

agement Development Program. Many have had both on and off-line experience, and all of them have taken part in Traffic Department training programs. They've also participated in educational tours of our on-line facilities, so they have a first-hand knowledge of what they're selling. Backing them up are our highly competent office people who also win friends for Southern Pacific by the friendly, helpful way they deal with customers over the phone."

"Right now all of us are in a battle to win every possible carload of freight that can earn revenue for our Company," he adds. "It's a battle to help overcome the losses created by inflation and the recession, and it's a battle we're going all-out to win."▲



Our Sixth "SP Night"

Big Turnout at San Antonio

ABOUT 1,600 EMPLOYEES and members of their families attended "Southern Pacific Night" in San Antonio on April 5.

The event was the sixth of its kind to be held by Southern Pacific since mid-1972, with a total of more than 20,000 of our people in attendance.

Speakers at San Antonio included President B. F. Biaggini, Vice President—Operations R. D. Spence and Vice President—Traffic F. E. Kriebel. The program also included a showing of "Southern Pacific in the 70's," a multi-media presentation.

A steak dinner followed the brief program, after which there was dancing to a live orchestra for the adults and color cartoons for the children. San Antonio Division Superintendent B. M. Flohr served as master of ceremonies, and E. F. Grant, asst. supt. of safety at San Antonio, was in charge of arrangements.

In his address, Mr. Biaggini stressed the need for "high quality service" in a time of skyrocketing costs and declining traffic.

"We've been through a lot together over the years, and we're going to pull out of this present recession," he said. "If we do the very best job we can, if we keep our goals in mind all the time, then the benefits are going to flow right back. They'll flow to our customers, they'll flow to our owners, and they'll flow right back to us."

1. Supt. Bruce M. Flohr (standing) greets Laborer-Driver and Mrs. T. D. Powell of Burnet, Texas. 2. Laborer-Driver Gene Orona, Jr. (left) of Hondo, and MofW Foreman Robert Rodriguez of Lacoste and their families were among the first to arrive for "SP Night." 3. Crowd filled large Convention Center ballroom. 4. President B. F. Biaggini autographs SP hats for future railroaders. 5. Vice Pres.-Operations R. D. Spence (left) and Asst. Vice Pres. D. R. Kirk chat with G. R. Perkins (right), UTU vice president. 6. Two sisters — daughters of San Antonio Diesel Mechanic Emil A. Garcia. 7. SPT Co. Driver and Mrs. Anthony Scarnato and their seven children line up for Cokes. 8. Grinning as they tried on SP hats were Kris and Cathy, wives of Conductor R. Strzelczyk and Dispatcher W. J. Neill. 9. SP Officer J. W. Goss gives directions.



To Sharpen Supervisory Skills:

SP Foremen Go Back to School

FORTY-EIGHT road foremen of engines from all over the System recently completed an intensive course at SP's Cerritos, Calif. Engine Service Training Center.

"The purpose of the course," explains R. M. Clements, general road foreman of engines, "was to help the road foremen sharpen their supervisory and technical skills."

"The job of the locomotive engineer has always been important," he adds, "especially so in these days of faster, heavier trains. Professional performance by all our engineers is essential, and we need supervisors with the skill and training to help them achieve that goal."

The road foremen attended classes 12 hours a day for 13 successive days. Instructors included Clements; District Road Foremen F. A. Hueskell, Houston, H. R. Leggett, Los Angeles, and A. E. Huston, Sacramento; the staff of the Engine Service Training Center; and representatives of other departments.

As part of the 156-hour course,

Learning how to be teachers in a recent course at San Francisco were these Mechanical Dept. foreman. Practicing his technique is Ben D. Hale, Los Angeles, right, while Senior Supvr. of Training Gary F. Riordan observes. Seated around table (l-r) are: A. P. Meyer, Jr., Houston; R. G. Streich, San Francisco; J. Roberts, Roseville; J. E. Plunkett, Pine Bluff; G. L. Putman, Roseville; R. D. Hall and F. V. Moreno, Los Angeles. Not shown: E. W. Argo, Houston, and T. Baca, Jr., Los Angeles.



Taking part in a role-playing exercise as part of their course at the Engine Service Training Center are Road Foremen T. H. Hollingshead, Houston, left, and W. A. Pierce, Los Angeles, right. Pointing out ways to make interchange more effective is Asst. Mgr. of Personnel B. D. McCoskey, while D. L. Culbertson, mgr. of the ESTC, directs camera, so men can later see themselves on videotape playback.

the road foremen reviewed the interpersonal skills that are essential to supervisors. Topics included effective communications, coaching and counseling, performance appraisal and instructional techniques.

They were given an opportunity to practice inter-personal skills through role-playing, case studies and simulation exercises, evaluating their own effectiveness through the use of videotape.

The technical phase of the course included work on the locomotive simulator to upgrade air brake testing skills.

"We feel that this course will pay important dividends in the months ahead," Clements says, "by strength-

ening the capabilities of one of SP's most important groups of supervisors."

A similarly intensive course in supervision is being provided for newly promoted foremen in the Mechanical Department and for those being considered for advancement.

Sessions will be held at Roseville-Sacramento, Los Angeles and Houston. Instructors will include district training officers and experienced Mechanical Department foremen who have themselves completed a two-week Personnel Dept. course on how to be effective teachers.

The 10-day, 80-hour course will cover 24 subjects of vital importance to supervisors, including motivation, cost and quality control, planning and scheduling, material acquisition, industrial engineering, labor-management relations and performance appraisal.

In this course, too, much of the learning will be accomplished through the use of role-playing, case studies, business games and simulation exercises, combined with videotape.

"We're proud of this new course," says W. O. Brown, chief mechanical officer-system. "We feel that it will provide the beginning foreman with precisely the right foundation on which to build, so that he can help meet the challenges of today's railroading."▲

BULLETIN BOARD

Elected or appointed to various posts: **O. Greg Linde**, president, SP Land Company, as president of the Swedish-American Chamber of Commerce of the Western United States; **Thomas P. Flescher**, asst. district traffic representative, Long Beach, as a director of the Harbor Transportation Club; **William F. Herbert**, general manager, Natural Resources, as president of the California Forest Protective Assn; **John B. Ficker**, traffic representative, Portland, Ore., as president of the Portland Traffic Club; **S. F. Jordan**, PMT vice president-sales, San Francisco, as president, Western Motor Tariff Bureau; **Mary Boesch**, stenoclerk, Milwaukee Traffic Agency, as secretary, Women's Traffic Club of Milwaukee; **R. T. Scott**, district traffic representative, St. Louis, as general chairman of that city's National Transportation Week observance; **H. L. Hayes**, asst. district traffic representative, St. Louis, as vice president, St. Louis Railroad Sales Assn. and secretary-treasurer of the Traffic Club of St. Louis; **J. L. Brady**, traffic representative, Cleveland, as a member of the board of governors, Mau-

mee Valley (Ohio) Traffic Club; **G. P. Dalton**, traffic representative, Cleveland, as a member of the board of governors, Cleveland Transportation Club; **Arch J. Chaplin**, senior asst. traffic manager, San Francisco, as 2nd vice president, Transportation Club of San Francisco; **C. L. Wise**, traffic representative, Portland, as president, Vancouver (Washington) Transportation Club; **Donald L. Spanier**, station supervisor, SPPL, Reno, as a member of the Sparks, Nev., City Council; **W. E. Dwenger**, traffic representative, Indianapolis, as rail director, Indianapolis Traffic Club; and **E. K. Sewall**, district manager, international traffic, Chicago, as president, Railroad Foreign Freight Agents Assn. of Chicago.

Malcolm R. Gaddis, asst. manager, locomotive engineering-electrical, San Francisco, received the "District Award of Merit" along with a 20-year service pin at the annual awards dinner of the Santa Clara County Council of the Boy Scouts of America. "Mac" is currently serving as an asst. district commissioner and troop leader in the Scouting organization.

M. B. (Mike) Courtz, general clerk in the Operating Dept. at San Francisco and a volunteer fireman, was recently commended by the Town of Fairfax, Calif., for his heroic rescue of a woman from her burning home. She was unhurt, but another resident of the house died in the fire.

Welcome, SSW Readers

Right now many of you are reading the *Bulletin* for the first time. As you probably know, the *Cotton Belt News* has been "retired," and news of happenings in your territory will be carried in our systemwide magazine from now on as space permits.

We hope you will find the *Bulletin* interesting and informative, and we will welcome any story ideas or suggestions you may have. Meanwhile, welcome aboard!

We Win Again

For the fifth year in a row, Southern Pacific has won a Financial Analysts Federation award for excellence in corporate reporting.

The Financial Analysts Federation is an organization of about 13,500 security analysts located in 43 major cities in the U.S. and Canada. Each year they review the total information programs of hundreds of corporations.

The award resulted from an evaluation of the Company's annual report, messages to stockholders, releases and other efforts to provide complete and meaningful information to the financial community.

SP Authors

Two members of the Southern Pacific family have recently become authors.

Gabriel Ruscitti, retired labor relations examiner at San Francisco, wrote "Of A Few Days" (Vantage Press, \$5.95), a novel about two friends who cross the country during the depression days of the 1930's and how the experience changes them.

Dick Murdock, a Western Division locomotive engineer, wrote a pamphlet on "Walnut Creek's Unique Old Station." This short colorful history of the SP depot is available from the author at P.O. Box 343, Ross, Ca. 94957. Price: \$1.25 post-paid. California residents add 6% sales tax.

Blood Drive Leader Honored

Pacific Lines Blood Drive Chairman John B. Blazin, center, receives award from John W. Williams, right, of San Francisco's Irwin Memorial Blood Bank, for his "outstanding leadership in employe blood drives." Looking on is Paul G. Hefner, president of the SP Club, a blood drive sponsor. Last year, Blazin, a yardmaster at Oakland and secretary-treasurer of the Western Railway Supervisors Assn., helped direct drives netting over 3,000 pints to meet the needs of employes and their families.



Promotions and Changes



D. R. KIRK



J. J. WILLIS



H. M. WILLIAMSON



W. J. JONES



R. E. BREWER

D. R. Kirk Named Asst. VP at Houston

SP operating officer responsibilities were realigned at Houston recently to improve system-wide efficiency and reduce costs.

D. R. Kirk, who was general manager at Houston for the Texas and Louisiana Lines and also for the Cotton Belt in Texas, Louisiana, Arkansas, Missouri, Illinois and Tennessee, has been named asst. vice president reporting to Vice President-Operations R. D. Spence and other departmental heads in San Francisco.

Thus Kirk is now SP's senior representative with wider responsibility for all railroad matters in its eastern region, and he continues as vice president of the Cotton Belt. His headquarters remain at Houston.

Day-to-day detailed operating responsibilities have been assumed by R. L. King, formerly general manager of the Pacific Lines and now general manager-system for both SP and the Cotton Belt. Assisting him are J. D. Ramsey as regional operations manager at Houston, and W. J. Lacy in the same capacity at San Francisco.

Asst. general manager at Houston is C. H. Nelson, and asst. regional operations manager there is R. D. Krebs.

"SP has been a pioneer in developing innovative management simplifications," Spence pointed out, "and this is another step to shorten communications and eliminate outmoded levels of supervision. More than any other factor, our modern private communications system — largest in the nation — makes this possible. Our telephone, facsimile and computerized data communications via microwave allow a manager to be in instant touch, whether his desk is in the next room or the next state."

J. J. Willis Advances

Joseph J. Willis, general supt. of transportation since 1967, has been named asst. vice president-transportation, with headquarters at San Francisco.

Willis, who started with SP as an agent-telegrapher on the San Joaquin Division in 1940, moved up through various Operating Dept. positions to become asst. supt. of the San Joaquin Division in 1959. Two years later he was named to the same position on the former Shasta Division, and he was promoted to supt. of transportation at San Francisco in 1963.

D. J. Brown, asst. general supt. of transportation at Houston since 1969, has been named supt. of transportation, with headquarters remaining there.

Williamson Retires; W. J. Jones Succeeds

Harry M. Williamson, chief engineer-system at San Francisco, has retired after a 42-year Southern Pacific career.

Succeeding him is W. J. (Jack) Jones, engineer, maintenance of way and structures-system, since 1961.

Howard F. Dully, district engineer at San Francisco since 1964, has been named asst. chief engineer-maintenance, and M. J. Karlovic, division engineer on the Western Division, advances to district engineer.

Also moving up are G. L. Murdock, from division engineer at Bakersfield to the same position at Oakland, and A. H. Meyers, from asst. division engineer at Portland to division engineer at Bakersfield.

Williamson started with SP on a summer job at Oakland in 1933 while earning a B.S. degree at the University of Utah. He signed on permanently following graduation and moved up through various Engineering Dept. posts in Utah, California and Oregon, taking a year off in 1940 for graduate work in business administration at Harvard University Graduate School.

After combat zone service in the Pacific as a Seabee officer during World War II, he returned to the

railroad and became division engineer at Portland in 1949.

He was named asst. engineer, MofW&S, at San Francisco in 1953 and promoted to engineer, MofW&S, three years later. He has been chief engineer-system since 1960.

Jones, a native of Texas, holds an engineering degree from Texas College of Mines. After joining SP in 1936 as a statistician, he advanced through various Engineering Dept. positions, becoming asst. division engineer at Ogden in 1948 and division engineer at Sacramento in 1951. He was named asst. engineer, MofW&S, at San Francisco in 1953 and engineer, MofW&S-system, eight years later. He has completed the Senior Executives Program at M.I.T.

Dully, an engineering graduate of Oregon State College and a wartime major in the Army Corps of Engineers, joined the Company at Portland in 1936. He served as a division engineer on the former Shasta Division and on the Sacramento Division, before being named asst. engineer, MofW&S, at San Francisco in 1964. This title was later changed to district engineer.

R. E. Brewer Named Sr. VP, SP Land Co.

Robert E. Brewer has been named to the newly created position of senior vice president of SP Land Company.

Brewer moves to his new post at San Francisco from Los Angeles, where he was president and chief executive of BanCal Advisors, Inc., a subsidiary of Bank of California, Inc. Prior to that he was president and chief operating officer of Larwin Realty Managers, Inc., the investment advisor to Larwin Realty and Mortgage Trust, a long-term mortgage and equity trust traded on the American Stock Exchange.

"Although only 41, Bob Brewer has already had a distinguished career in the real estate field," O. G. Linde, president of SP Land Company, said. "He has nationwide experience in property development, sales and financing, has published

widely, has spoken before national groups in the real estate financial field, and is known in Wall Street. He will be assisting me in the management of a broad range of SP Land Company activities."

Brewer holds a B.S. degree in business administration and an M.S. in finance from Northern Illinois University, where he also taught. He was recently awarded the MAI (Member, Appraisal Institute) designation by the governing council of the American Institute of Real Estate Appraisers.

R. A. Miller Retires

Robert A. Miller, asst. to vice president, with headquarters at Sacramento, has retired after a 34-year Southern Pacific career.

Miller, who has worked on legislative matters for the Law Dept. since 1964, started with the Company as a brakeman at Roseville in 1941.



R. A. MILLER

He rose through various Operating Dept. positions to become asst. superintendent at Sacramento in 1952 and superintendent there in 1954. Two years later he was named head of SP's former Coast Division.

He served as a consultant to the Brazilian railroads from June, 1962, until February, 1963, returning to his post as superintendent at San Francisco, before being promoted to asst. to vice president.

Maginnis Gets SPC Post

Richard A. Maginnis has been named vice president in charge of finance for SP Communications Company.

Maginnis has been manager of finance for SPC since June 1971. He was a staff auditor for Price Waterhouse & Co. in New York for two years; accountant and financial analyst with the New York Telephone Co. for seven years; and most recently a senior market research officer with Chase Manhattan Bank.

Civic Post for Ms. Revelo

Ms. Nicerita D. Revelo, supervisor in the Videofile room at San Francisco, has been appointed by Mayor Joseph Alioto to San Francisco's first Commission on the Status of Women.



MS. REVELO

A native of the Philippines, Ms. Revelo has lived in San Francisco for 25 years and has six children ranging in age from 11 to 25. She has been with Southern Pacific for 11 years.

Lathrop Steps Down

Frank M. Lathrop, public projects engineer at Los Angeles, has retired after an SP career that spanned four decades.

Lathrop, a native Californian, joined SP in 1938 as an asst. engineer in Northern California. Following promotion to asst. division engineer at Portland in 1943, he held similar positions in Bakersfield, San Francisco and Los Angeles.

In 1956 he was promoted to public projects engineer with responsibility for representing the railroad's interests on freeway construction, grade crossings and a multitude of public-private projects in Southern California.

Hamil Completes Career

Marshall W. Hamil has retired after 35 years with the St. Louis Southwestern Railway Company — the last 24 of them as editor of the *Cotton Belt News*, which is "retiring" with him.



M. W. HAMIL

Hamil, who attended Washington University and City College of Law and Finance at St. Louis, joined the Cotton Belt there in 1940. He became editor, with headquarters at Tyler, Texas, in 1951.



Appointments

ACCOUNTING DEPARTMENT: G. P. Lindquist, to special assistant, Office of Assistant Controller; R. J. Greenslade, to acting internal auditor, and J. W. Keleher, to senior audit manager, both in the Office of Internal Auditor, all at San Francisco.

ENGINEERING DEPARTMENT: George W. Fabrin, to architect, San Francisco.

LABOR RELATIONS: J. M. Fitzsimmons, to assistant manager-special projects, Houston; J. S. Harshman and L. E. Sutton, to labor relations officers, San Francisco.

MECHANICAL DEPARTMENT: W. C. McDowall, to plant manager, Car Heavy Maintenance, Los Angeles; R. E. Duncan, to supervisor, Locomotive Maintenance, San Francisco.

GENERAL CLAIMS: H. B. Hoyt, to assistant general claims manager, San Francisco; H. L. Hardin, to assistant general claims manager, Houston; P. R. Jackson, to assistant to general claims manager, Los Angeles; E. L. Stapleton, to district claims agent; H. W. Hawley, to assistant district claims agent, and J. T. Chancellor, to senior claims agent, all at Portland; W. E. Papke, to district claims agent, Oakland; W. L. Thompson, to assistant district claims agent, San Jose.

OPERATING DEPARTMENT: I. M. Commer, to terminal superintendent, Roseville; E. R. Law, to operations assistant to superintendent; K. A. Moore, to terminal superintendent, and D. E. Torrey, to assistant terminal superintendent, all at Oakland; P. N. Garrett, to assistant terminal superintendent, West Colton; R. M. Ridgeway, to road foreman of engines, Roseville; J. E. Koch, to trainmaster, Phoenix; W. H. Tanner, to trainmaster, Tucson; D. R. Clow, to road foreman of engines, Carlin; R. J. Svoboda and W. A. Pierce, to road foremen of engines; R. S. Baker, to assistant road foreman of engines, all at Los Angeles; B. J. Bonacina, to road foreman of engines, El Paso; J. W. Ridgeway and R. E. Willis, to road foremen of engines, Tucson; P. E. Arnold, to road foreman of engines, West Colton; T. B. Bird, to trainmaster, Redding; W. B. Eckardt, to trainmaster, Sacramento; P. K. Baumhoffer, and P. E. Jensen, to assistant trainmasters, City of Industry.

POLICE DEPARTMENT: D. L. Haley, to chief special agent, Houston; S. F. Abeyta, to special agent, Tucson; E. J. Jacobsen, to special agent, Sacramento.

TRAFFIC DEPARTMENT: T. P. Gallaway, to district traffic representative, New York City; W. F. Mahoney, to district traffic representative, Buffalo; C. R. Robertson, to district traffic representative, Fort Worth; R. J. Briemer, to traffic representative, Boston; T. W. Davis, to traffic representative, Pittsburgh, Pa.; T. P. Griffith, to traffic representative, Houston; J. A. Sternagle, to traffic representative, Washington, D.C.; J. W. Rodgers, to traffic representative, Los Angeles; F. A. Weber, to traffic representative, Eugene; W. M. Jackson, to traffic representative, Salem.

SP COMMUNICATIONS CO: Rex R. Hollis, to manager of market development and government relations, Washington, D.C.; John K. Drew, to central region sales manager, Troy, Mich.; Edward P. Boyhen, to manager, engineering and program management, Burlingame.

Retirements



GENERAL OFFICE, SAN FRANCISCO: C. A. Axelsen, tax accountant, Property Accounting; R. J. Baar, asst. internal auditor; A. T. Beane, senior bill clerk; G. M. Buck, engineer of clearances, Engineering Dept.; W. L. Burnell, special representative, Intermodal Traffic; H. J. Buswell, asst. audit manager, Internal Auditor's Office; C. A. Crowley, electrical foreman; G. T. Cuthbert, janitor; V. G. Gimmel, printer supervisor, Communications Dept.; C. C. Gwynn, senior rate & division clerk, Revenue Accounting; P. P. Healy, asst. superintendent of safety, Personnel; W. M. Hinds, junior clerk, Data Processing; C. F. Jursch, technical engineer, Mechanical Dept.; F. Kimball, general supervisor car maintenance, Mechanical Dept.; S. A. Kunich, asst. to manager, Central Collection Accounting; H. B. Lee, stock record clerk, Treasury; H. R. Lorenzen,



New Model Monzas

Four of Pacific Motor Trucking's automobile truckaway units carrying 40 new Monza Town Coupes were the main attraction in a recent parade which originated at General Motors' South Gate, Calif., assembly plant to

celebrate delivery of the first of the new models to dealers' show rooms. In this photo, Robert D. Lund, vice president of General Motors and general manager of GM's Chevrolet Division, is shown being interviewed beside one of the PMT units by a Los Angeles television news team.

asst. chief clerk, Transportation Dept.; G. E. Maas, special representative, Amtrak; B. McDonald, mechanical design engineer, VP-Engineering & Research office; T. V. McGovern, operating statements clerk; G. Neason, head clerk, Data Processing; J. R. Oyarzo, architect, Engineering Dept.; K. Pruchnicki, general supervisor-locomotive maintenance, Mechanical Dept.; B. I. Roehl, steno-clerk, Purchases & Materials; N. J. Roventini, asst. engineer, Engineering Dept.; A. W. Wanderer, instructor, Central Collection Accounting.

HOUSTON DIVISION AND REPAIR PLANTS: S. E. Alford, carman; C. N. Anderson, general clerk; C. Armstead, carman; W. L. Baumgardner, conductor; R. Bogany, laborer; J. I. Boon, Jr., conductor; J. Brown, carpenter; J. C. Brown, Jr., painter helper; R. Cernuch, lead machinist; O. Chevalier, machinist helper; W. A. Claunch, switchman; W. W. Cooper, laborer; F. R. Curry, car inspector; J. T. Dodgen, conductor; N. T. Diaz, machinist; A. W. Eady, machine operator; R. T. Gordon, laborer; C. L. Gresham, machinist; M. E. Hammer, janitor; H. H. Heidaker, lead carman; D. Jackson, switchman; A. J. Jolet, carman; L. J. Kirchem, car distributor, Transportation Dept.; L. D. Lavelly, lead car inspector; L. Leija, tool checker; R. Lemon, janitor; J. A. Lowe, laborer; V. H. Magnuson, asst. general freight agent; P. A. McMichael, switchman; L. M. Mercier, car inspector; W. A. Obenhaus, conductor; B. P. Parks, carman; H. L. Pichot, machinist; R. A. Pribble, chief special agent, Police Dept.; L. Ramirez, laborer; H. Russell, engine foreman; C. Salvaggio, car inspector; L. E. Satterwhite, laborer; C. E. Scott, brakeman; J. S. Skrobanek, sergeant, Police Dept.; T. J. Stockstill, locomotive engineer; A. E. Thumann, car inspector; A. J. Tomasino, carpenter; J. F. Volking, Jr., engine foreman; D. C. Walker, conductor; S. S. Whitlock, chief train dispatcher; C. K. Yeamans, locomotive engineer.

LAFAYETTE DIVISION: G. A. Angel, Jr., chief clerk, Traffic Dept., New Orleans; J. E. Boudreaux, locomotive engineer; L. Boudreaux, stevedore; E. N. Carroll, brakeman; A. A. Castille, IBM line desk clerk; A. H. Creel, machinist; R. E. Fitzpatrick, yardmaster; M. J. Foch, electrician; G. A. Halphen, agent-telegrapher; J. Joseph, car inspector; H. A. Latiolais,

Sr., clerk; F. S. Perry, engine foreman; N. J. Picou, lead carman; J. H. Roddy, switchman; E. W. Sexton, laborer; C. L. Vincent, car inspector; R. B. Walker, locomotive engineer.

LOS ANGELES DIVISION AND REPAIR PLANTS: F. P. Albano, machinist; J. C. Alvarez, electrician; M. C. Armendariz, sheet metal worker; P. C. Benner, switchman; H. W. Blake, conductor; R. A. Bocanegra, laborer; F. J. Bradford, conductor; E. C. Branam, secretary; A. E. Carabajal, engine crew dispatcher; B. A. Carmona, laborer; J. Chaney, janitor; G. M. Couch, chief clerk, Traffic Dept.; T. F. Crowick, car inspector; S. A. Dahlstein, carman; R. C. Davis, switchman; C. D. DeFreese, track supervisor; C. H. Dolien, electrician; S. V. Garcia, fuel oil attendant; H. G. Edmisten, conductor; D. R. Edmunds, conductor; J. M. Escalante, clerk; A. E. Faiola, sheet metal worker; A. L. Fariss, chief clerk; E. E. Foley, lounge car attendant; J. F. Fonseca, switch repairer; A. M. Fowler, engine foreman; L. S. Garcia, track walker; A. Gardner, Jr., claims inspector; V. L. Giampietro, freight carman; G. A. Goode, car inspector; R. R. Graves, locomotive engineer; L. A. Hall, switchman; J. B. Heady, engine foreman; J. M. Henderson, switchman; O. F. Hickenbottom, brakeman; R. V. Honeycutt, locomotive engineer; M. Jefferson, train attendant; H. B. Kaler, carman; R. S. Kimmy, locomotive engineer; J. K. Kinney, train attendant; J. Kitchen, electrician; S. J. Kovacs Jr., machinist foreman; R. F. Lane, welder; F. M. Lathrop,

PLEASE BEAR WITH US

We're setting the "vital statistics" section of the Bulletin in smaller type, starting with this issue, in order to be able to carry as many names as possible. Even so, with quarterly publication, there may be some delays in listing appointments, retirements and deaths. All will appear in due course as soon as space becomes available. Meanwhile, your understanding, please.

public projects engineer; E. T. Lauer, locomotive engineer; A. L. Learned, secretary; C. O. Lobaugh, switchman; C. D. Long, train clerk; A. J. Maldonado, conductor; E. K. Manske, switchman; G. G. Massey, conductor; L. A. McGinty, machinist; G. L. McGowan, terminal agent; R. F. McLaughlin, MofW clerk; E. A. McMaster, traveling water service repairman; C. F. Miller, machinist; L. R. Misner, claims agent, General Claims Dept.; A. H. Moore, locomotive engineer; G. R. Moose, switchman; E. J. Moran, machinist; G. E. Movius, electrician; R. D. Mullen, locomotive engineer; T. F. Mullen, asst. B&B supervisor; T. H. Mullen, asst. B&B supervisor; L. R. Neagle, carman; E. J. Nelson, brakeman; M. J. O'Keefe, track foreman; S. P. Oliver, road foreman of engines; J. W. Olson, train clerk; A. S. Padilla, laborer; W. C. Peters, locomotive engineer; G. A. Pope, yard clerk; W. A. Powell, hostler; J. A. Priore, car inspector; H. M. Prouty, sheet metal worker; F. Ramirez, machinist helper; R. E. Randall, electrician; J. S. Rini, lead machinist; R. M. Roberts, road foreman of engines; R. L. Robinson, check clerk; D. M. Roddick, carman; H. H. Rounds, brakeman; S. W. Schaffer, conductor; B. A. Shaw, truck driver; L. E. Sheetz, locomotive engineer; B. A. Sherman, chief clerk; R. W. Simpson, machinist; M. P. Slavik, locomotive engineer; M. R. Smith, machinist; E. D. Sosa, machinist; D. L. Stephens, car clerk; G. Stewart, multiple tamper operator; F. L. Stroud, locomotive engineer; M. E. Tang, switchman; R. I. Tanner, lead signalman; H. B. Tillette, janitor; H. A. Todd Sr., check clerk; V. J. Tritz, sheet metal worker; J. M. Trujillo, welder-helper; R. L. Tuttle, switchman; M. A. Tyndall, supervisor of car service; F. L. Voliva, locomotive engineer; G. P. Waid, sheet metal worker; L. H. Walters, departmental air foreman; S. E. Ward, train crew dispatcher; W. W. Ward, carman; W. D. Watts, conductor; F. J. Whited, engine foreman; P. T. Wicker, janitor; G. W. Wilkins, conductor; H. R. Wilson, lead carpenter; D. M. Wiser, conductor; N. M. Wray, hostler; F. Yanez Sr., sheet metal worker; E. L. Yeoman, switchman; O. R. Young, boilermaker.

OREGON DIVISION: G. H. Adams, conductor; R. A. Amundson, lead signalman; H. C. Barker, conductor; H. A. Bauch, machine operator; F. E. Beaver, carpenter; F. Bosley, ballast tamper operator; D. D. Boyd, conductor; J. B. Brady, conductor; R. J. Brinegar, roundhouse foreman; A. E. Clifford, traveling motor car mechanic; W. H. Combs, car foreman; P. H. Corrigan, district claims agent; E. M. Danielson, locomotive engineer; H. V. Dawe, engine foreman; A. Depaepe, conductor; J. Deschamp, brakeman; R. T. Dowden, conductor; F. A. Egberg, conductor; C. G. Emerson, conductor; A. Febrero, conductor; H. L. Foster, extra gang foreman; H. R. Fox, locomotive engineer; A. E. Frack, conductor; E. W. Grogg, electrician; E. L. Hall, engine foreman; R. W. Hall, conductor; L. D. Handall, switchman; T. J. Hannigan, yard clerk; O. R. Hargis, telegrapher-clerk; A. P. Harris, locomotive engineer; G. B. Head, conductor; E. R. Hearing, switchman; J. M. Heinrich and J. R. Hisel, conductors; S. J. Hobbs, motor vehicle messenger; H. E. Holekamp, switchman; E. E. Huml, switchman; F. M. Ives, car inspector; A. Kelley, conductor; H. Killmeyer, switchman; C. W. Koenig, yardmaster; H. J. Kropp, switchman; A. Leporini, brakeman; L. I. Lilly, freight carman; S. Little, machinist; M. C. Luxford, conductor; E. E. Lynch, conductor; H. W. MacLeod, fireman; H. S. Madison, asst. foreman; G. D. McConnell, brakeman; J. O. Mendenhall, machinist; F. D. Mills, brakeman; C. L. Morey, locomotive engineer; H. L. Niederer, boilermaker; L. A. Nylander, conductor; O. M. Odenborg, brakeman; W. Palmer, conductor; K. O. Pamperin, motor car mechanic; J. A. Rambousek, conductor; C. H. Reeves, engine foreman; H. H. Rehm, asst. foreman; K. W. Robinson, engine foreman; P. E. Robison, locomotive engineer; R. E. Roper, brakeman; L. W. Schultz, conductor; L. H. Seydel, conductor; E. Southern, truck driver; J. R. Stout, locomotive engineer; N. L. Strange, engine crew dispatcher; H. W. Swalm, conductor; J. T. Thatcher, clerk; R. L. Thomas, locomotive engineer; C. Ullman, carman; L. A. Voeller, conductor; N. H. Welch, track supervisor; Eugene; G. R. Williams, electrician; H. W. Wilson, locomotive engineer; L. B. Wolter, engine foreman; F. C. Woolley, conductor; W. E. Young, locomotive engineer.

SACRAMENTO DIVISION AND REPAIR PLANTS: F. Abarca, shipping and receiving clerk; J. L. Adams, file clerk; F. T. Anema, carman; J. H. Baggs, laborer; G. C. Banyard, cashier; J. C. Barnett, yardmaster; J. E. Barrow, conductor; J. L. Bryant, machinist; W. F. Bubenik, machinist; C. F. Canessa, foreman; M. A. Cardenas, laborer; K. E. Carstenson,



Vietnamese Baby

Happy new parents are Asst. Division Engr. and Mrs. Michael McGinley, formerly of San Antonio and now of Los Angeles, who recently adopted a Vietnamese orphan — one of the last

children to be flown out of that country. The McGinleys had applied for an infant through a certified child care agency which handles overseas adoptions. They waited 14 months for Andrew Charles, who is now six months old and thriving.

road foreman of engines; L. H. Champagne, locomotive engineer; L. B. Corrigan, machine operator; H. K. Crook, carman; G. A. Domingo, carman; G. C. Early, carman; B. J. Edwards, machinist; J. Farmer, sr. car inspector; J. J. Fonseca, laborer; G. B. Fowler, switchman; E. E. Forbes, carpenter; T. L. Frank, general foreman, Mechanical Dept.; D. Garbi, carman; J. Giarmona, boilermaker; G. M. Gunter, lead signalman; S. Hanas, car inspector; A. C. Hankins, carman; A. G. Huizar, carman; D. A. Jackson, electrician; M. Johnson, agent; N. L. Joyce, car inspector; J. E. Keene, mechanical scheduler; M. D. Kuzmich, machinist; D. Lang, machinist; P. LeDoux, switchman; A. J. Leonard, carman; H. M. Longstreth, machinist; W. P. Loyd, engine washer; Walter Mack, train clerk; E. Matis, machinist; B. K. McLennan, brakeman; G. Mireles, carman; G. A. Mitchell, carman; J. R. Naglich, machinist; O. V. Neary, switchman; F. F. Neilson, car inspector; J. W. Orr, machinist; G. C. Painter, conductor; N. J. Parino, machinist; J. J. Perry, machinist foreman; H. J. Poe, machinist; S. J. Putman, machinist; A. Rath, machinist; F. Rau, track foreman; G. L. Richards, car foreman; K. Rogers, locomotive engineer; J. Roman, machine operator; A. L. Ryon, shipping & receiving clerk; H. A. Sangmaster, machinist helper; A. W. Schopf, car foreman; J. H. Schott, locomotive engineer; A. G. Slider, C. W. Smith and H. E. Smith, conductors; J. Soderlund, engine foreman; H. J. Stephens, conductor; J. E. Stoneking, special agent; A. B. Stonesifer, asst. terminal supt.; S. P. Swansborough, section stockman; F. Tarin, Jr., carman; J. L. Taylor, car inspector; W. L. Taylor, chief engine crew dispatcher; R. H. Thompson, janitor; J. J. Tokos, B&B foreman; L. G. Uman, machinist; J. Vandemyle, laborer; C. E. Vestal, hoist machine operator; A. Vukman, carman; F. Walton, machinist; H. J. Webb, train clerk; G. C. Wheeler, car inspector; E. A. Wieger, Jr., yardmaster; J. G. Wilson, water service foreman; W. J. Wolfe, switchman; O. R. Wood, train clerk; W. H. Yenovkian, lead passenger carman.

SAN ANTONIO DIVISION: C. C. Ayles, engine foreman; H. L. Bart, engine foreman; L. Blaha, brakeman; M. D. Bracewell, switchman; J. D. Brandenburg, asst. chief yard clerk; A. J. Campbell, electrician; F. C. Chavira, foreman; C. E. Dimock, engine foreman;

W. R. Elkins, brakeman; G. W. Everts, lead carman; G. H. Franks, switchman; E. Hajek, laborer; L. Haney, laborer; W. E. Hinds, laborer; J. E. Lane, conductor; J. V. Loa, laborer; J. A. McNair, conductor; F. Munoz, laborer; J. M. Pierson, conductor; J. C. Porter, brakeman; R. Ramirez, laborer; J. C. Robertson, conductor; F. G. Robinson, utility clerk; J. Rolland, laborer; O. D. Sale Jr., industrial engineer; D. R. Smith, switchman; D. Strother, locomotive engineer; L. H. Taylor, brakeman; M. Templeton, laborer; H. L. Thompson, locomotive engineer; J. D. Thompson, car foreman; J. West, laborer; B. D. Wolfshohl, switchman.

SAN JOAQUIN DIVISION: R. H. Allison, train dispatcher; R. R. Barney, conductor; P. L. Bryant, carman; L. E. Danzer, transportation clerk; H. C. Debellus, locomotive engineer; C. E. Edwards, general track foreman; R. T. Elmange, machine operator; F. A. Fabbri, sheetmetal worker; E. D. Fowler, conductor; W. K. Griffin, conductor; R. O. Hauerbach, clerk; R. J. Jackson, switchman; R. L. Jewell, conductor; E. S. LeMaster, road foreman of engines; S. Moreno, laborer; R. R. Moren, locomotive engineer; V. H. Mutz, machinist; M. L. Reynolds, B&B supervisor; C. B. Romine, water service foreman; O. E. Rowe, locomotive engineer; M. Saavedra Jr., laborer; A. C. Shirley, conductor; R. W. Smart, claims inspector; R. Trujillo, laborer; W. M. Williams, chief clerk to supt.; J. H. Wilson, switchman.

TUCSON DIVISION: N. H. Arriola, laborer; W. B. Bailey, fuel oil attendant; M. A. Beebe, conductor;

Carmen Honored

The following SP carmen have been awarded special freight car decals for their safety hats in recognition of their alertness in detecting and reporting car defects which could have resulted in derailments: Anthony Welch, Sanderson, Texas; John Narveaz, West Oakland, Calif.; Willie Pino, C. E. Harvey and T. A. Santos, Warm Springs, Calif.; Ralph Wilson, Ogden, Utah; Mario Bosso, Bayshore Yard, San Francisco.



\$4.32 Million Improvement

A 10-block-long underpass now helps speed the flow of traffic across the "throat" of SP's Brooklyn Yard at Portland, Ore., ending a traffic problem that had plagued the area for decades. The \$4.32 million project was a joint venture of Portland, Multnomah County, the Oregon Division of Highways and SP, with the state and SP each pay-

ing a third of the costs. ABOVE LEFT: Among those taking part in ribbon-cutting ceremonies were (l-r in foreground): F. J. Ivancie, Portland commissioner; A. W. Kilborn, SP asst. to vice pres.-operations; Don Clark, chairman, Multnomah County Commission; and C. T. Babers, SP Oregon Division Supt. ABOVE RIGHT: Pretty SP gals and helium-filled balloons added color to the ceremony. The girls are (l-r): Pati Simpson, Diana Sorenson, Pam Smith and Meg Dickson. With them is Sr. Asst. Division Engr. Fred Meyers.

J. E. Bogle, switchman; C. A. Boxley, locomotive engineer; E. A. Caballero, and W. B. Chastain, switchmen; L. S. Chavez, laborer; E. H. Corp, car foreman; L. D. Cox, special agent's clerk; S. O. Doten, coach cleaner; J. R. Duchouquette, material clerk; L. Enriquez, section stockman; H. D. Fair, mechanic; G. I. Frassinelli, switchman; J. V. Frazer, special agent; M. C. Guidry, sheetmetal worker; W. C. Hall, road foreman of engines; M. L. Hayes, conductor; J. C. Hernandez, carman; R. P. Holman, conductor; T. T. Hurley, engine foreman; V. James, janitor; C. Jaquez, freight carman; O. C. Jaquith, engine foreman; H. H. Jones, signalman; W. L. Jordan, engine foreman; J. J. Kersch, locomotive engineer; E. R. Love, engine foreman; M. R. McCan, conductor; F. M. McMorris, claim clerk; J. M. Miller, conductor; J. T. Moorhead, locomotive engineer; J. G. Morales, freight carman;

S. O'Brien, industrial clerk; F. L. Obregon, electrician helper; S. Palos, machine operator; F. Phillips, locomotive engineer; G. Pinon, motor truck operator; A. Plasencio, locomotive supplyman; T. C. Price, locomotive engineer; M. L. Quihuis, car inspector; M. C. Richards, chief crew dispatcher; O. W. Rodgers, locomotive engineer; K. E. Ross, traffic representative; L. H. Rudd, traffic representative; G. A. Rounsaville, chief clerk; F. H. Schreiber, electrician; A. J. Sena, car inspector; C. H. Smith, asst. car distributor; C. R. Smith, locomotive engineer; J. W. Stiver and K. P. Strait, conductors; D. W. Tappero, secretary; R. D. Tennyson, traveling motor car mechanic; L. A. Valencia, laborer; H. T. Vissar Jr., conductor; M. A. Ward, track supervisor; G. F. Weinzapfel, sr. train & yard timekeeper; J. M. Weinzapfel, damage clerk; J. E. Woolridge, locomotive engineer.

G. L. Rogers, rodman; L. E. Roley, asst. chief clerk; S. S. Rubino, laborer; T. C. Rutledge, lounge car attendant; F. Santos and K. V. Seaman, car inspectors; V. P. Sewell, brakeman; F. J. Shafer, train clerk; E. Shaffer, car inspector; H. R. Shaw, locomotive engineer; P. J. Simi, agent-telegrapher; F. J. Simon, telegrapher-clerk; J. G. Sinclair, sr. asst. division engineer; A. C. Smith, sr. shipping clerk; A. D. Snyder, conductor; M. Spadavecchia, car inspector; J. F. Swaggard, water service mechanic; R. Tompkins and W. H. Trager, locomotive engineers; F. W. Treseler, machinist; I. A. Tyson, switchman; L. F. Vaughn, conductor; V. W. Walint, locomotive engineer; V. E. Williams, conductor; W. Wilks, car foreman; F. R. Williamson, carman-welder; A. S. Winters, train clerk; M. E. Woods, asst. chief clerk; P. E. Worsham, conductor; B. Weslar, locomotive engineer.

OTHERS: W. Anderson, mail handler, LAUPT; H. J. Betker, asst. to traffic manager, Chicago; L. S. Cota, mail handler, LAUPT; K. W. Hill, coach cleaner, LAUPT; W. E. Hokenson, traffic representative, PMT, Los Angeles; C. S. Kelley, foreman, PMT, Visalia; P. S. Medina, power spike puller operator, and F. Rodarte, steel gang foreman, both at System Mo/W Shop, West Oakland; H. E. Schuster, district traffic representative, Buffalo; G. J. Scott, chief clerk, district traffic office, San Diego; W. Stewart, mail & baggage handler, LAUPT; H. E. Swanson, traffic representative, Winston-Salem; August J. Trendel, supt. of shops, PMT, San Jose; H. P. Petersen, conductor, S. T. Pritchett, rate & revising clerk, L. C. Puckett, agent and T. H. Taneyhill, brakeman, all of NWP; L. C. Scheuerman, conductor, and H. J. Lapham, maintenance of equipment clerk, both of SD&AE.

Ellen Black, 15, daughter of Cotton Belt Keypunch Operator Mrs. Suzanne Black of Tyler, Texas, was recently named "Miss Big Sandy-Hawkins" to represent these two East Texas communities in state and national talent contests. A high school sophomore, she is an honor roll student, plays six musical instruments and excels in ballet.



WESTERN DIVISION: T. M. Arbnich, carman; C. H. Bailey, carman; F. H. Baum, industrial clerk; D. Burke, locomotive engineer; L. H. Beal, engine foreman; E. W. Blake, payroll clerk; D. Boam, electrical supervisor; H. L. Breazeale, pipefitter; D. E. Brooks, conductor; M. Campbell, chief; N. W. Campbell, yardmaster; J. Carini, pipefitter; A. G. Cepeda, laborer; J. Cisowski, engine foreman; M. P. Clinton, coach cleaner; E. S. Corral, switch cleaner; A. J. Correia, locomotive engineer; G. L. Cox, chef; E. R. Cryan, switchman; J. H. Daly, asst. special agent; J. C. Derosssett, electrician; J. C. Dunagan, conductor; R. G. Edwards, yardmaster; W. C. Fife, conductor; C. D. Foster, machine operator; R. W. Frame, locomotive engineer; E. Francis, lead carman; E. P. Giannini, machinist; T. C. Gorman, N. A. Graves and O. L. Hancock, locomotive engineers; W. A. Hardnacke, engine foreman; R. W. Herndon, conductor; L. M. Hillman, locomotive engineer; R. V. Hodges, conductor; L. W. Holtzclaw, switchman; L. W. Jones, car foreman; B. J. Jordan, locomotive engineer; B. Kaplan, hostler; R. H. Keck, bill clerk; L. E. Lea, traffic representative; A. F. Lanning, conductor; C. D. Levaque, locomotive engineer; N. Lincoln, coach cleaner; C. E. Loud and J. C. Lynn, switchmen; R. M. Manes, locomotive engineer; H. Martin, laborer; R. R. Martini, machinist; H. W. Miller, locomotive engineer; M. A. Montes, laborer; E. L. Mora, laborer; O. L. Morgan, brakeman; C. R. Mueller, electrician; R. A. Newell, conductor; K. O'Brien, engine foreman; M. C. Orlosky, sheetmetal worker; E. E. Panelli, locomotive engineer; V. R. Penner and H. C. Pitt, conductors; J. R. Powell, operations assistant to supt.; A. T. Power, locomotive engineer; W. R. Prater, switchman; F. W. Quinlan, machinist; R. Ranson, machinist; E. E. Rich, conductor; H. Richardson, switchman; J. W. Roberts, asst. mail & baggage handler;

Deaths...

DALLAS DIVISION: Pensioners: L. L. Bankston, conductor; E. L. Hare, chief clerk, Freight Traffic; C. T. McNeil, brakeman; A. T. Rawlings, chief dispatcher; A. C. Wright, roadmaster; E. K. Wydermyer, trucker.

GENERAL OFFICE, SAN FRANCISCO: T. G. Grish, claims clerk, Mechanical Dept.; L. A. Haymes, clerk, Intermodal Services. Pensioners: H. E. Alber, head file clerk, Disbursements Accounts; M. C. Behnke, junior clerk, Passenger Accounts; H. C. Corcoran, asst. chief clerk, Disbursements; D. D. Frakes, traveling auditor; D. E. Gordon, draftsman; V. C. Hedding, purchasing agent; D. N. Lindquist, chief clerk, Public Relations; R. A. Olmos, clerk, Asst. Gen. Auditor's

Office; O. Scott, clerk, Revenue Accounts; K. Stanton, utility clerk; C. J. Wallace, traveling auditor.

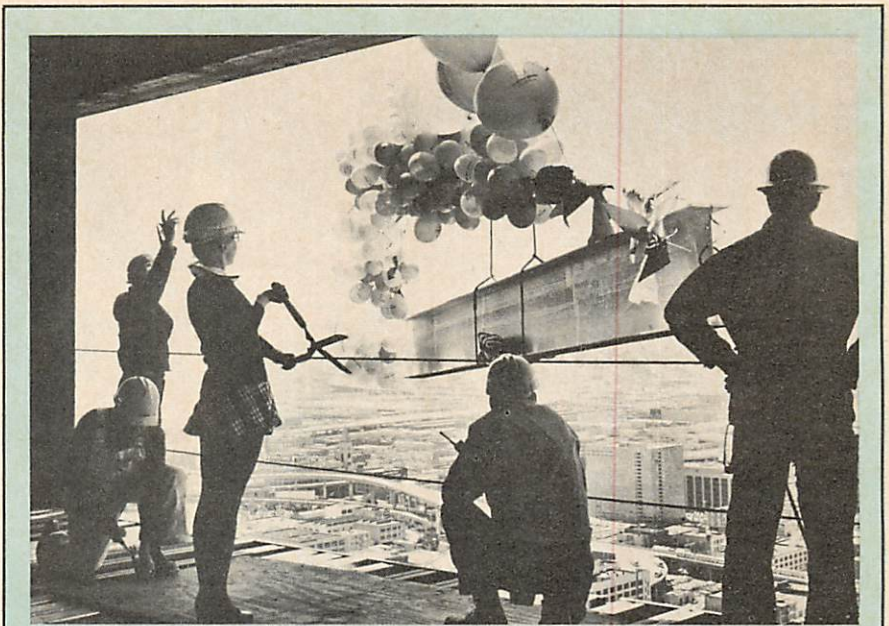
HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: H. B. Barnes, painter; I. J. Boykin, boiler-maker helper; R. G. Beckham, fireman; J. C. Brown, clerk; H. J. Castle, revenue accountant; F. Delgado, welder; C. E. Easley, machinist; W. H. Evans, electrician; B. B. Fruge, locomotive engineer; L. L. Harris, welder; J. J. Jones, blacksmith helper; E. A. Kelley, asst. supt.; E. N. Koch, conductor; M. D. Langford, locomotive engineer; H. G. Meadows, upholsterer; F. A. Neal, conductor; L. E. Rice, chief clerk, Mechanical Dept.; L. F. Roberts, trainmaster; A. R. Sandoz, telegrapher-towerman; S. Sheffield, gang foreman; L. I. Soland, machinist; L. Wade, extra gang laborer; M. P. Wilden, car inspector.

LAFAYETTE DIVISION: Pensioners: J. Brown, laborer; J. Felix, B&B helper; D. L. Gianelloni, switchman; T. Guidry, carman; A. Latour, B&B carpenter; C. Prados, asst. general yardmaster; O. J. Vicknair, carman; W. Williams, laborer; W. Zenn, welder.

LOS ANGELES DIVISION AND REPAIR PLANTS: E. K. Adams, switchman; J. P. Aguirre, laborer; F. Gebel, yard clerk; D. L. Kay, carman; H. W. Little, motor truck operator; C. M. Munoz, laborer; A. L. Sears, conductor; C. F. Stoker, conductor; H. B. Woolery, conductor. Pensioners: A. L. Butler, carman helper; I. E. Butler, stores helper; D. Campos, track laborer; J. R. Chagolla, trucker; J. T. Davis, brakeman; R. J. Dunbar, electrician; J. Enriquez, laborer; J. B. Espinoza, machinist helper; E. C. Fox, terminal foreman; J. P. Garrett, cook; C. L. Hayden, waiter; C. F. Haynes, information chart clerk; H. L. Iliiff, clerk; C. R. Lewis, supervisor, services and reservations; B. Manheim, switchman; L. E. McDaniel, locomotive engineer; Y. D. San Miguel, laborer; C. E. Millard, carman; C. Moreno, laborer; G. E. Orsolino, boiler-maker foreman; G. A. Parr, agent-telegrapher; J. J. Platz, boiler-maker; J. G. Reyes, laborer; A. Rodarte, lift truck operator; J. C. Sams, agent; J. J. Sanchez, laborer; A. Santini, laborer; S. D. Schmid, B&B foreman; C. R. Shields, fireman; M. F. Skilling, agent; B. J. Smith, track laborer; F. L. Stringham, electrician; M. Taplin, cook; H. M. Van den Bos, painter; A. W. Vivian, section foreman; C. E. Young, brakeman.

OREGON DIVISION: R. H. Howard, tractor-bulldozer operator; C. C. Hutcheons, locomotive engineer; E. A. Kendrew, office engineer; J. S. Pitts, switchman. Pensioners: M. A. Barba, laborer; G. S. Beck, locomotive engineer; V. O. Bristol, electrician; H. D. Buck, clerk; D. W. Burfield, pipefitter; L. Cascarina, carman helper; L. F. Costel and C. J. Erickson, locomotive engineers; C. M. Fitzgerald, asst. general yardmaster; H. E. Harkson, clerk; J. B. Hewitt, clerk; G. G. Kuhnern, carman; L. V. Krois, telegrapher-clerk; C. B. Lamb, J. I. Laurens and A. M. McQueen, locomotive engineers; C. R. Messinger, clerk; C. Mitchell, carman; H. G. Morgan, locomotive engineer; J. L. O'Connell, asst. section foreman; E. W. Pickle, janitor; K. P. Randall, carman; C. S. Rauch, foreman, Wood Preserving Plant; M. W. Skinner, crane operator; J. N. Smith, mechanic; J. H. Vermillion, asst. trainmaster; L. M. Wassmund, switchman.

SACRAMENTO DIVISION AND REPAIR PLANTS: F. V. Fasano, conductor; W. M. Field, locomotive engineer; J. R. Gomez, laborer; F. Graf and R. W. Hartman, locomotive engineers; C. W. Laumbach, laborer; C. R. Lindbloom, motor car mechanic; C. A. Paulson, machinist; T. A. Peck, switchman; P. A. Silva, laborer; A. W. Westover, switchman. Pensioners: E. R. Abbott, telegrapher-clerk; W. F. Archibald, conductor; E. L. Barnett, locomotive engineer; N. Y. Bassemier, crew dispatcher; F. E. Batt, conductor; C. E. Britton, bridge watchman; G. Cosci, extra gang foreman; E. W. Daily, mill man; W. A. Dressler, locomotive engineer; A. Garcia, laborer; A. R. Graver, order filler; D. M. Heath and F. Hernandez, laborers; M. E. Hunter and P. J. Huss, machinists; L. L. Huston, machinist foreman; S. Ivanovich, carman; T. W. Keville, electrician; W. K. Krecklow, agent-telegrapher; C. D. Little, painter; G. R. MacClanahan, machinist;



Tallest Tower Topped

Last girder for the 43-story tower of One Market Plaza was hoisted into position in late April. Festivities included the release of hundreds of balloons, many of them containing \$25 and \$5 savings deposit certificates. Presiding at ceremonies were Hon. Thomas Mellon, San Francisco's chief

administrative officer; O. G. Linde, president, SP Land Co.; and R. M. Herrickson, senior vice president, finance, The Equitable Life Assurance Society. The \$82.5 million complex, being built on the same block as our General Office Building, also includes a 28-story tower. The project, being sponsored jointly by Equitable and SP Land Co., is due for completion in October.

O. E. Malloy, electrician; J. T. Martinez, yard clerk; G. McClelland, conductor; J. Neves, carman; T. J. Newman, yardman; N. S. Pritchard, lead machinist; J. H. Ranson, electrician foreman; J. A. Regalado, laborer; J. P. Reyes, clerk; F. Rowher, signal maintainer; P. K. Sardelich, boiler-maker; E. Sinclair, carman; A. M. Snell, section foreman; J. R. Suetta, lead freight carman; R. J. Sullivan, carman; H. M. Taylor, carman; E. J. Thomas, brakeman; W. Van Tassel, warehouse foreman; H. W. Verthein, pipefitter; D. L. Willson, car inspector; R. Ybarra, carman.

SAN ANTONIO DIVISION: Pensioners: C. Cadena, extra gang foreman; J. R. Carson, carman; L. L. Courtney, machinist helper; N. D. Lassiter and O. W. May, conductors; A. McWhirter, locomotive engineer; G. C. Miller, foreman; H. Morney, section laborer; O. M. Price, locomotive engineer; P. Sanchez, freight clerk; C. E. Tamplin, clerk; R. L. Watson, switchman.

SAN JOAQUIN DIVISION: B. Cogdill, brakeman; B. F. Fisher, machinist; N. E. Lipe, locomotive engineer. Pensioners: C. Basta, laborer; J. E. Bolt, locomotive engineer; S. Cavallaro, carman; R. G. Dodson, locomotive engineer; S. L. Fiorino, yardmaster; C. W. Hughes, sheetmetal worker helper; E. V. Jordan, yardman; R. G. Lamb, conductor; H. A. Matney, clerk; A. Medina, crossing watchman; M. Narducci, boiler-maker helper; C. N. Rorabough, locomotive engineer.

TUCSON DIVISION: L. Avalos, car inspector; A. T. Canefax, B&B foreman; R. J. Erwin, yardmaster; H. T. Price, locomotive engineer; E. A. Marquez, B&B carpenter; R. E. O'Connor, conductor; M. G. Thompson, machine printer report clerk. Pensioners: H. Armstrong, locomotive engineer; P. Cancio, laborer; E. F. Dob-

son, machinist helper; J. T. Everett, extra gang foreman; F. K. Felts, switchman; V. A. Guevara, carman; E. Howell, water service helper; A. D. Hoyos, laborer; J. B. Johns, switchman; C. N. Lemmon, brakeman; H. H. Longcor, telegrapher; B. Maher, brakeman; C. J. McDevitt and J. J. Munoz, machinists; C. R. Norwood, car inspector; F. N. O'Connell, lead supplyman; J. O'Neal, brakeman; J. S. Ortega, car inspector; P. L. Raymond, switchman; R. C. Santa Cruz, laborer; C. C. Seal, conductor; N. C. Solis, laborer; E. T. Strickland, locomotive engineer; G. C. Taylor, cashier; C. H. Varner, locomotive engineer; M. G. Velasquez, truck driver; V. L. Wright, locomotive engineer.

WESTERN DIVISION: D. L. Becker, locomotive engineer; R. M. Francovich, car inspector; L. L. Hoornbeek, laborer; P. Lewis, coach cleaner; J. R. Pearce, locomotive engineer. Pensioners: E. Ardrey, porter; F. D. Arnold, locomotive engineer; P. W. Athey, agent; N. C. Bailey, clerk; G. M. Coker, laborer; H. Curry, switch foreman; H. J. Davidson, deckhand; I. N. Del Monte, presser; D. R. Dotson, laborer; J. M. Dias, Jr., carman helper; J. W. Durham, yardmaster; J. R. Ekstrom, conductor; F. M. Finley, carpenter; J. Franklin, locomotive engineer; B. H. Forbes, signal foreman; A. L. Gaccarino, clerk; A. S. Gatta, coach cleaner; V. R. Herculall, agent-telegrapher; W. H. Holesapple, locomotive engineer; A. F. Howell, car clerk; H. M. Knowles, signalman; R. N. Langland, locomotive engineer; S. M. Martinez, janitor; C. W. Malone, laborer; E. E. Martin, locomotive engineer; C. McSweeney, clerk; G. J. Meeke, asst. agent; T. D. Moore, car painter; R. Nobilo, carman; M. Perez, laborer; W. H. Plank, agent-telegrapher; H. L. Price, locomotive engineer; J. Rodger, asst. general yardmaster; C. M. Smith, brakeman; C. R. Reutter, clerk; O. K. Rimmer, district lineman; S. Scott, laborer; W. V. Scott, locomotive engineer; E. J. Stansberry, switchman; D. H. Talt, asst. engineer; P. W. Torre, machinist helper; R. B. Whitfield, clerk; K. F. Wildeson, locomotive engineer; H. V. Williams, machinist; J. G. Williams, locomotive engineer; F. H. Winslow, car inspector; T. W. Wright, locomotive engineer; H. T. Zelms, pipefitter; Curley Williams, laborer; Carl M. Yowell, conductor.

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Our Dollars Lend A Helping Hand

EVERY YEAR, hundreds of SP people serve as volunteer fund raisers in United Way campaigns. Typical are Kenneth Robblee, demurrage clerk, and Mrs. Terry Wright, steno at Tucson, pictured at right.

Ken has been active in United Way campaigns for 20 years as a contributor, loaned executive and team captain. Terry will serve as a first-time team captain this year.

Among others who will be providing leadership in 1975 are: Controller D. L. Praeger, who will head our Company-wide United Way campaign; and SP Land Company President O. G. Linde, who has been named chairman, San Francisco Major Employers Division, United Way of the Bay Area.

Our United Way contributions support the work of dozens of humanitarian agencies in our own communities. These agencies use the money to help the young, the old, the sick and the troubled — of all races.

The once-a-year campaigns are fully endorsed by both labor and management (see picture, right) and provide the most effective way to raise the necessary funds. Dollars given the United Way go farther and can do much more.

Last year, SP people gave more than \$540,000 to support United Way agencies in some 40 communities around the system. The SP Foundation also contributed substantially to this good cause.

This year's campaign will start in a few weeks. With the need greater today than ever before, we know our people will dig even deeper to give their fair share.



"Our United Way dollars help kids like these stand on their own two feet." That was the reaction of Tucson Demurrage Clerk Kenneth Robblee and Steno Terry Wright during a recent visit to Tucson's Cerebral Palsy Foundation, a United Way agency.



Planning for the 1975 United Way campaign on the Western Division are Supt. W. M. Jones (seated right) and five of the union leaders who represent division employees. They are (standing l-r): Local Chairmen R. B. Crane, UTU-S, Local 1469; L. A. Foster, UTU-E, Division 283; and R. R. Johnson, UTU (trainmen), Local 239. Seated (l-r) are: M. J. Lipanovich, local chairman, Brotherhood of Railway Carmen; and C. J. Arosio, district chairman, BofMofWE. All the unions representing our people cooperate with SP in supporting these drives.