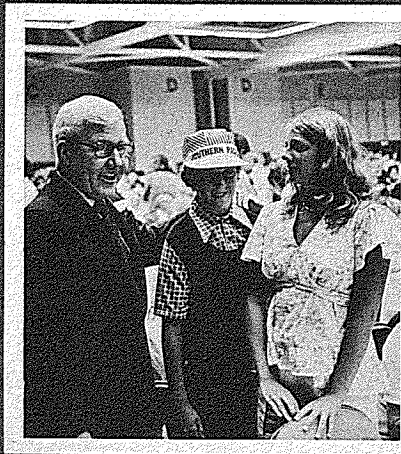
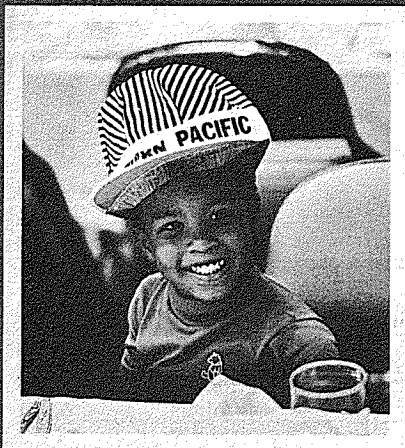


Southern Pacific
BULLETIN
 SEPTEMBER, 1974



Family Gathering

These were typical scenes at "Southern Pacific Night" in Sacramento on August 3. See story on pages 2-4.

ABOVE: "Kids of all ages" enjoyed the movies.

TOP: Mrs. Evelyn Polich, right, ushers Roseville Machinist Foreman Mario Giusti and family to a table in the Community Center.

ABOVE LEFT: Bruce Griffin, 3, attended as the guest of Roseville Fireman and Mrs. Philip Goodeaux.

LEFT: Vice President-Operations R. D. Spence chats with Ray and Linda Walker, whose dad, R. H. Walker, is a conductor-brakeman working out of Roseville.



LEFT: SP families seated at tables in Sacramento's Community Center, await start of program. BELOW: Members of the Sacramento Chapter, National Association of Railway Businesswomen, served as usherettes for "Southern Pacific Night." In this group, l-r, are Bessie Lee, Lottie Linder, Sylvia Rodriguez, Rose Swanson, Jean Cannon, Virginia Jordan, Jerrie Polier and Wanda Manhard, vice president of the chapter.



ABOVE: President and Mrs. B. F. Biaggini greet Carman and Mrs. Manuel Velasquez (back to camera). Velasquez, a veteran of 28 years with SP, works at Carshop No. 9 in Sacramento.

RIGHT: In his talk during the brief "Southern Pacific Night" program, Vice President-Traffic F. E. Kriebel asked Sacramento Division employees to "continue doing the fine job you have been doing."

ABOVE CENTER: Sacramento Division Superintendent R. R. Robinson, left, chats with G. P. Lechner, international vice president, United Transportation Union, and Mrs. Lechner, special guests at the event.

BELOW CENTER: Roseville Machinists Fred Hulzar, left, and Daniel Martin, brought their boys, Craig and Chris, both 7.



Huge Turnout for SP Night in Sacramento



ABOUT 4,900 employees and members of their families attended "Southern Pacific Night" in Sacramento on August 3.

According to the Sacramento Union, it was "the largest single dinner party ever staged by anyone in the City of Sacramento."

Looking out over the huge crowd seated at attractively decorated tables in Sacramento's new Community Center, President B. F. Biaggini said, "This has got to be one of the most impressive sights I've ever seen."

Other speakers at the event — fourth of its kind to be held on our lines in recent months — were Vice President-Operations R. D. Spence and Vice President-Traffic F. E. Kriebel. Sacramento Division Superintendent R. R. Robinson was master of ceremonies.

Trainmaster Terry Bird, whose headquarters are at Sacramento, was in charge of arrangements, and mem-

bers of the Sacramento Chapter of the National Association of Railway Businesswomen served as usherettes.

The program also included a showing of "Southern Pacific in the 70's," the Company's new sound-color multi-media film presentation.

A steak dinner followed the brief program, after which there was dancing to a 16-piece orchestra for adults and movies for children.

Huge quantities of food were used in the preparation of the dinner, including more than 4,500 pounds of New York strip steak, 1,500 pounds of green beans, 1,500 pounds of peeled potatoes, 70 pounds of Bordelaise sauce and 14 cases of crab apples for garnish.

The caterer also served 1,800 pounds of Waldorf salad, 6,400 dinner rolls, 350 pounds of butter, 500 gallons of coffee, 2,400 individual milk containers and 5,700 Boston cream cakes.

Setting the tables required over 65,000 pieces of china, glass and silverware, plus 1100 10-foot table cloths.

All the food left over after the dinner was donated to the Salvation Army.

In his address, Mr. Biaggini stressed the need for "high quality

ABOVE LEFT: Kids enjoyed movies following the dinner. LEFT: Sacramento Trainmaster Terry Bird, who was in charge of arrangements, confers with Mrs. Evelyn Polich, asst. chief clerk, Roseville, and president of the Sacramento Chapter, National Assn. of Railway Businesswomen.

RIGHT: President B. F. Biaggini talks with Roseville, Calif., Locomotive Engineer and Mrs. Rod L. Turner. BELOW: During the dinner Vice President-Operations R. D. Spence, left, was seated next to John Goncalves, quality control supervisor at our Sacramento Heavy Locomotive Repair Plant.



service" in an era of rapidly-growing competition.

"We've seen our competition grow all around us," he said, "fostered by technological development and by tremendous public expenditures for highways, waterways and airways. Our high costs make us vulnerable all the time to this competition."

Citing examples of increasing costs, the president said, "Our wages are up 50 per cent since 1970. Our fuel prices are up 135 per cent since just last year. And incidentally, 1974 will be the first year that Southern Pacific will have to pay out more than \$100 million for diesel fuel."

The individual shipper is not interested in our increased expenses, Mr. Biaggini added. "He looks at us as a reducible cost. He says, 'If I can't afford what it costs me to have my goods hauled on Southern Pacific, I'll have to look around and find some other way.'"

"Unless we're cost competitive and service competitive," Mr. Biaggini said, "we stand a very good chance of losing that man's business. And we can't afford that."

To serve our customers, the president pointed out, we have better equipment and facilities than ever before, and "our people are better."

"We also have better labor relations than we've ever had before," he noted, "and we're working at all levels to improve the communications and cooperation between the people who run the Company and

the people who represent you in your labor organizations."

He reviewed the Company's extensive training programs for employees and commented on its good corporate citizenship and on its excellent record as an equal opportunity employer.

Discussing inflation and the energy shortage, Mr. Biaggini said, "We occupy a fortunate spot as far as our railroad and pipeline activities are concerned in that we do conserve energy and we do provide an antidote for the raging inflation which has plagued our economy for the past couple of years. Our objective—and this is an objective for all Southern Pacific people—is to con-

serve energy and produce more. If we do this, each of us in his own way will be making a contribution—a great contribution—to the solution of the two most important problems that confront our nation today."

"What we've got to do," Mr. Biaggini said in conclusion, "is form a great, smooth-working, well-functioning team. We've got to make sure it doesn't slide anywhere for lack of energy or productivity."

With the good, reliable service that results, he added, our sales people will be able to place the business precisely where it belongs—"and that's right between the engine and the caboose on a Southern Pacific freight train."

Sjostrand Named Asst. Controller

Thor H. Sjostrand has been appointed to the newly-created post of asst. controller at San Francisco.

With Southern Pacific since 1950, Sjostrand recently returned from the Ferrocarriles Nacionales de Mexico (National Railways of Mexico) where he has been on special leave as a consultant for the past two years. Before that he was assistant manager, Bureau of Transportation Research, San Francisco.

He is a graduate of the University of Texas and has an M.S. degree in civil engineering from Stanford University. Prior to joining SP as an assistant engineer he taught at San Diego State College.

Sjostrand is a member of the American Railway Engineering Assn. and is a licensed professional engineer in the State of California.

T. H. SJOSTRAND



Project to Benefit Entire Industry:

We're Doing Vital Research for FRA

THE FEDERAL Railroad Administration has announced the award of a first-phase contract to Southern Pacific for a comprehensive research program on railroad freight car trucks, to be known as the Freight Car Truck Design Optimization Project. John W. Ingram, Federal Railroad Administrator, said the total three-phase program will take about four and one-half years and will cost approximately \$6 million.

"We're undertaking this program because we need new approaches to freight car truck design in the light of anticipated increases in rail traffic, improving freight car utilization, providing more efficient transportation service and improving safety," he said.

The study, he added, will also analyze cost factors involved in freight car trucks that could aid the railroad industry in making investment decisions when replacing existing equip-

ment or obtaining new rolling stock. Other anticipated benefits include the ability to provide truck manufacturers with guidelines to assist them in their design efforts.

"It has been over 20 years since fundamental changes have been made in truck design, and there has never been an economic basis for selecting new and improved freight car truck design," said William M. Jaekle, SP vice president-engineering and research, who will oversee the project. "With the opportunity the railroads now have for increasing traffic and improving service, it is vitally important that improved gear be adopted by the rail industry."

Paul V. Garin, SP assistant vice president-research, will provide general policy supervision for the research. He said the project will interact with the railroad industry, FRA, freight car truck and freight car builders and designers, universities, research institutes, and others to lend consultation to the project.

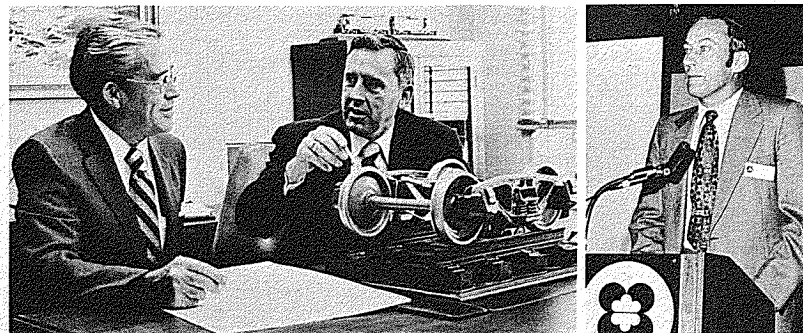
SP Manager of Research Robert Byrne will have technical direction over the project. He noted that the project will include a variety of laboratory, simulator and field tests under railroad operating conditions, as well as analytical and computer-

ized model studies.

Initial testing of new and improved trucks will be conducted on Southern Pacific lines. Additional testing is planned at the Federal Railroad Administration's High Speed Ground Test Center facilities, now under construction at Pueblo, Colorado. Included here will be checkouts in the department's \$25 million Vehicle Dynamics Laboratory and on the Train Dynamics Track, expected to be the basic testing facilities for railroad freight equipment in the future.

The \$887,000 first phase of the program which has been contracted will take about ten months, and will cover technical and economical descriptions of existing trucks, as well as preliminary performance and testing standards. A longer second phase will cover final specifications for conventional trucks, characterize the performance and economics of special-service trucks, and create preliminary specifications on performance and testing requirements for the special service trucks. The final phase will deal with research on unconventional car body support systems, and the preparation of final specifications for special-service trucks.

(Concluded on page 13)



Family Resort Planned for Sierra

THE WALT DISNEY organization is currently studying the feasibility of building a year-around family outdoor recreational resort—to become “one of the finest destination resorts of its kind in the world”—on property owned by Southern Pacific Land Company and Sierra Pacific Power Company in the Independence Lake-Mt. Lola area of Northern California (see map).

The project would be a joint venture, with Disney's Outdoor Recreation Division as the general and operating partner, and Southern Pacific Land Company and Sierra Pacific Power Company as limited partners.

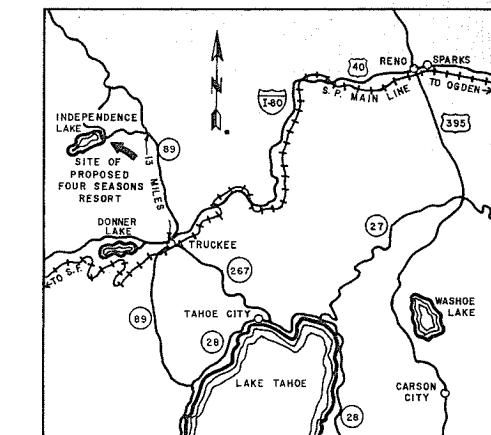
Southern Pacific Land Company would contribute 7,300 acres to the project and Sierra Pacific 2,200 acres—only a small fraction of which would be involved in actual development.

In addition to the privately-owned land, there are about 10,000 acres of Forest Service land in the area which, if feasible, would continue to be available for skiing across or hiking, as it is now.

Both the Forest Service and Nevada County have designated the Independence Lake-Mt. Lola area (13 miles north of Truckee) as appropriate for recreational development.

Although specifics have not yet been determined and won't be until studies are completed, general concepts for the project include a village to serve as a focal point for the recreational activities. Its design would be consistent with the recreational atmosphere and the historical significance of the area, and it would be a village free of automobile traffic. Since this will be a destination resort, it will not generate significant additional traffic volume on the highways during peak periods, as is common at day-use areas.

The project would also include accommodations, summer camping



areas, trails for hiking and horseback riding and complete winter sports facilities. It would offer recreational opportunities for families and individuals with a wide range of incomes.

Preliminary plans call for leaving more than 90 per cent of the area in its natural state. None of the permanent facilities would be located on Forest Service land. Accommodations would include overnight facilities, but there would be no lot sales (as in vacation home developments) and no amusement park-type attractions. People would be encouraged to travel to the area by other means than automobile.

“This project will be one of the finest in the Sierra,” said O. G. Linde, president of Southern Pacific Land Company. “It will offer outstanding outdoor recreation the year-around without harmful impact on the environment.”

The development, he pointed out, will open for public use lands that have been used predominantly for private purposes, and it should also

help prevent further overcrowding of the Lake Tahoe Basin, since the resort would be outside that area.

A master plan for the recreational site will be developed next year, based on environmental impact analyses and a Forest Service land capability study. Approval of the project must be obtained from both Sierra and Nevada Counties.

The timetable for the project calls for construction to start in three years and operation of the facilities in four to five years.

The area has a colorful history. Independence Lake, on the border of both Sierra and Nevada Counties, was named by Lola Montez, the famous dancing lady of the West, while visiting Sierra mining camps on the 4th of July, 1864. The miners, in turn, named the highest mountain in the area, Mt. Lola (9,143 feet), in her honor.

Now, if all goes according to plan, Independence Lake and Mt. Lola will gain new fame as the site of what may well become a world famous resort. ■

Hamilton Named Asst. Vice. Pres.

Several key appointments became effective August 1 in the Purchases and Materials Department.

H. H. Hamilton, asst. to vice president—purchasing, was named asst. vice president—purchasing, succeeding G. E. Freeborn, who retired recently.

H. T. Parigini, manager, purchasing and services-system, with headquarters at Sacramento, was appointed to the same post at San Francisco.

Also promoted at San Francisco were: C. C. Evatt, from asst. purchasing agent to purchasing agent; and Jordan Coleman, from Chief clerk to administrative assistant.

R. J. Balanesi, manager, purchasing and services, Houston, moves up

to the same post at Sacramento.

J. E. Wilson, asst. manager, purchasing and services, succeeds Balanesi as manager at Houston.

Other Houston promotions include: D. B. Bennett, to asst. manager, purchasing and services; T. K. Gilruth, to asst. to manager, purchasing and services; and C. Y. Cochran, to dist. material supervisor.

K. J. Ashworth, moves up from asst. material manager, to manager, purchasing and services at Los Angeles; and J. W. Carroll has been named asst. manager, purchasing and services, there.

Hamilton, a World War II bomber pilot, was shot down over Germany. He joined the P&M Dept. at Oakland, Calif., in 1937, moving up



H. H. HAMILTON

through various positions to become material manager at Los Angeles in 1966, purchasing agent-services at San Francisco in 1970, and asst. to vice president in 1972. He has completed executive development programs at Stanford and the University of Pittsburgh.

20 White House Fellowships Open

Each year outstanding young Americans between the ages of 23 and 35 are selected to serve as White House Fellows. Chosen by a National Commission on a non-partisan basis, the Fellows serve for one year

at the highest levels of government, normally as special assistants to Cabinet officers or White House staff members.

Applications for the 20 White House fellowships to be granted for the 1975-76 year are now being accepted. Members of the business community, including Southern Pacific people, are encouraged to apply for these fellowships, which provide an opportunity to observe and participate in policy-making at the national level.

Applicants must be U.S. citizens who will be 23 but not 36 years of age by September 1, 1975, when the program starts. Applications must be postmarked no later than December 2, 1974.

For further information and application materials, write: President's Commission on White House Fellows, Washington, D.C. 20415.

Wood Gets Labor Post

K. A. Wood has been named manager of labor relations at San Francisco.

Other recent appointments in the Labor Relations Department include: C. E. Lamb, to labor relations officer; R. E. White, to labor relations officer; J. G. Travis, to man-

ager-administration; and J. S. Harshman, to staff officer, all at San Francisco.

Wood, who attended San Francisco State University, joined the Company in 1952, advancing through various positions to become asst. manager of labor relations in 1969 and labor relations officer in 1973. He has completed the Harvard University Middle Management Program.

Disbursements Split Up

According to an announcement by SP Controller D. L. Praeger, the present Disbursements Office at San Francisco has been segmented into three separate organizations: Disbursements Accounting, General Accounting and Property Accounting.

Mrs. A. M. Amiotte has been appointed acting manager, Disbursements Accounting, with responsibility for accounts payable, and contract and joint facilities.

W. S. Saia was named manager, General Accounting, with responsibility for general accounts, statements, and calculating and typing, and B. L. Engle is acting manager of Property Accounting, with responsibility for property accounts and record file.

Million Dollar Float

In the middle of the Wheatland (22 miles north of Roseville) Centennial Parade recently a freight train roared through the center of town, temporarily halting the pageant. But Master of Ceremonies Elmer Peters handled the situation skillfully. “This,” he said, referring to the train, “is the largest entry in the parade, a million dollar float, courtesy of the Southern Pacific Company.” The railroad always has been an important part of Wheatland, and so the train's arrival was apt and timely. “If we had thought about it in advance, we would have planned it that way,” said one of the parade organizers.

—From the Marysville-Yuba City Appeal-Democrat

"Help was there when I needed it."

They Plan to Give Again

ABOUT TWO years ago, Larry Nohr's wife was killed in a tragic automobile accident. Their son, Roddy, who was under four at the time, was deeply distressed by the loss of his mother.

"He was a shocked, hurt, clinging little boy, almost totally unable to get along with other children," explains Larry, who is a steno-clerk in the superintendent's office at Oakland, Calif.

Since his dad had to go to work, Roddy began attending St. Vincent's Day Care Center in West Oakland, a United Bay Area Crusade agency.

"He spent weekdays at the Center for two years," Larry says, "and it turned him around 100 per cent. Today, he's a happy, outgoing youngster, able to stand on his own two feet and ready for first grade this month."

"I can't begin to tell you what the Center has meant to me," he states. "I paid tuition for Roddy, of course, but no one family can possibly underwrite the total cost of making agencies like the Center available. This is why I plan to give to the United Bay Area Crusade again this

year and why I'm urging everyone I know to do the same.

"You just can't appreciate how much good these 'people-helping' United Way agencies do until you need one of them yourself."

The seven employees pictured on these pages (including Larry) are typical of the thousands of Southern Pacific people who give generously each year to United Way drives at some 40 locations around the system from Portland to New Orleans.

Each person interviewed was asked: "Why do you plan to give again this year?" Here are their answers:

"When I was with the U.S. Army in West Germany," recalls Arzell A. DuPree, train crew dispatcher at Taylor Yard, Los Angeles, "the Red Cross arranged to fly me home to take care of a family emergency. I feel that the work I've been able to do in AID drives helps pay back a little for the help I got in a time of need."

DuPree, whose nickname is "Double A," is a fair share giver and has been an active AID (Associated In-Group Donors) campaign worker in



three successive SP drives. He'll serve in the same capacity again this year.

During his service overseas, he won an armful of trophies in track meets and was at that time (mid-1960's) the second fastest man in Europe, running the 100-yard dash in 9.5 seconds.

John and Marlene Splawn of Portland, Ore., adopted their son, Douglas Ray, now 3½, through the Albertina Kerr Home, a United Good Neighbors agency.

John, who has been with SP for 13 years, operates a spike puller and a Meco lubricator on the Oregon Division line between Crescent Lake and Springfield. During snowstorms in the Cascades, he also cooks for flanger crews—as many as 35 men at a time.

"We'll be giving the United Way again this year," he says, "because we know first hand that it is by far the best way for people to help people."

Another Portland employee, Ben J. Beberness, feels the same way. Ben has been contributing to UGN drives since he joined the Company as a brakeman at Brooklyn Yard in 1959. Now a conductor on the Oregon City local working out of Brooklyn, Ben is also legislative representative for the United Transportation Union in the Portland-Eugene area.

An active participant in UGN drives for several years, Ben headed the SP employee campaign in the four-county Portland metropolitan area last year.

"I really believe in United Good Neighbors—always have," Ben says, "but the drive last year really hit home when we visited the agencies and saw where the money was going. What an eye-opener that was! I learned that the money isn't going to a lot of deadbeats; it's really serving a good cause. It's geared to help people become independent — to help themselves and become taxpayers rather than recipients. What I saw really sold me, and you can bet I'll be giving again this year."

Juan Ward, freight carman at Tucson, also knows what it means to get help from a United Way agency in time of need. His son, Danny, 30, suffers from epilepsy and has benefited from several of the agencies over the years.

Juan, who joined the Company in 1942, is both a regular contributor and an active volunteer worker in United Way drives.

"My experience with the agencies helps encourage people to give who never gave before," he says. "I'm glad to do all I can in this good cause."

H. L. (Andy) Anderson, Tucson Division chief dispatcher, is another supporter of the Tucson United Way campaign. A 27-year veteran with SP, he has given his fair share for many years, and he encourages fellow employees to do likewise.

"In the communities served by SP there are many people who depend on United Way agencies for help—they have no place else to go," he points out. "We have to make sure

that the help is available. After all, one can never tell what's going to happen in life. We might need it ourselves some day."

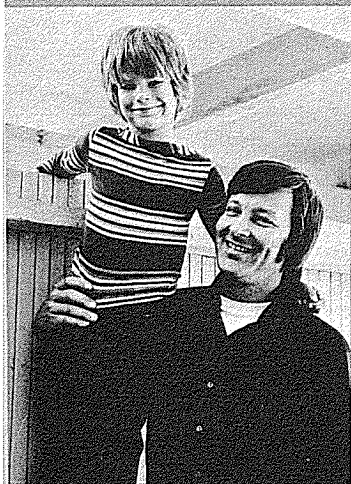
Charles A. Roper, carman at Avondale Yard (near New Orleans) agrees and adds: "SP's Payroll Deduction Plan makes giving the United Way practically painless. You can spread your gift over 12 monthly installments."

By far the simplest, most effective way to support the humanitarian work of the United Way agencies is through once-a-year fund-raising campaigns. Dollars given the United way go much farther and can do far more.

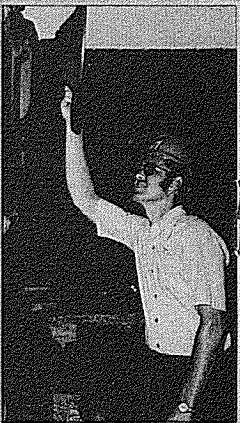
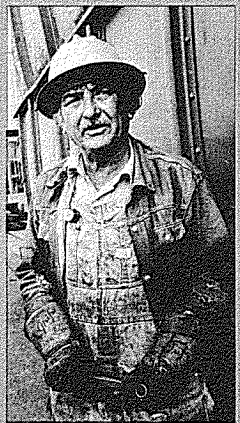
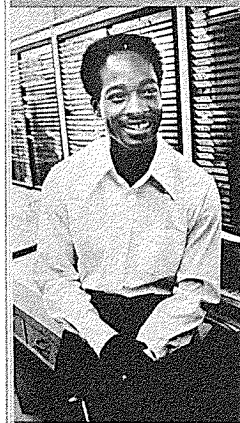
Last year, the men and women of Southern Pacific and its affiliates gave more than \$550,000 toward the support of these people-helping agencies. The Southern Pacific Foundation also contributed substantially to this good cause.

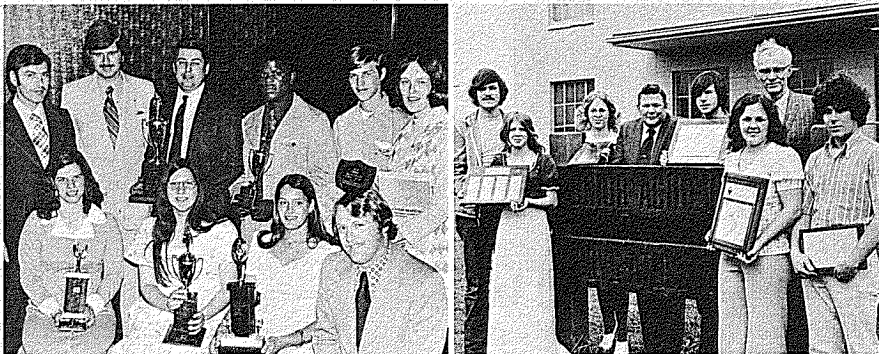
As this issue of the *Bulletin* goes to press, our people are once again preparing to take part in United Good Neighbors, United Fund, Community Chest and similar United Way campaigns.

In a time of growing need on the part of the agencies, they will again have an opportunity to help their neighbors in need by giving their fair share. ■



ABOVE: Roddy, 6, and his dad, Larry Nohr, steno-clerk in the superintendent's office at Oakland. BELOW: Shown, l-r, are A. A. DuPree, train crew dispatcher, Los Angeles; Conductor Ben J. Beberness, Portland; and Carmen Juan Ward, Tucson, and Charlie Roper, Avondale, La., all of whom will be giving the United Way again this year. (See accompanying article for their reasons.)





J. A. Companies Win Top Awards

FOUR SP-SPONSORED Junior Achievement firms won "Company of the Year" awards in their respective centers at the end of the 1973-74 school year.

"S.P. Ike," in the Portland center, manufactured desk pen sets featuring chromed or brass-plated railroad spikes. In addition to being named "Company of the Year," it won a "Company Sales Trophy" for achieving the highest gross sales ever recorded in the Portland area (nearly \$3,200). Its teenage president won an award for individual sales of \$1298.85, and several other members were also honored.

Advisors of "S.P. Ike" were: Mike Rich, asst. chief rate clerk; Richard A. Small, telephone operator; Jack Swanson, draftsman; Bill Bryan, asst. chief of traffic service; and Sue Watson, draftsman.

"J.A. Fine Line Co." of Eugene manufactured an expandable clothes line and a variety of decorator candles. In addition to winning the top

company award, its Achievers won several individual honors (with scholarships) including "President of the Year," "Treasurer of the Year," "Outstanding Girl of Eugene," and "Outstanding Boy of Springfield." A member of the firm also won an expense-paid trip to the national J.A. conference at the University of Indiana.

Advisors of "J.A. Fine Line Co." were: Dewey R. Hunt, equipment installer, L. A. Lathrop, wire chief; and Paul K. Bonney, asst. wire chief.

"Monkey Bucks," named "Company of the Year" in the San Leandro, Calif., center, sold packaged candy in decorator jars. It was also named "Best Sales Company" for sales totaling \$2,393, and it was a runner-up in the regional "Company of the Year" competition.

Its advisors were: David E. Moore, buyer; Carl LeRose, machinist; F. E. Warr, traffic representative; and Ruth L. Smith, key punch operator. Also serving during part of the year were: Bob Brown, traffic representative; Jerry Hinkle, draftsman; and Dwayne C. Moore, industrial agent.

"Consolidated Moon Workers" won top company honors at Fremont, Calif. It also sold attractively packaged candy, and it won an award for its annual report, as well



Congratulating each other are Howard Roberts, left, PMT foreman at Oakland and management advisor of "Consolidated Moon Workers," and David E. Moore, buyer, San Francisco, management advisor of "Monkey Bucks." Both J.A. firms won "Company of the Year" honors.

as two \$345 scholarships.

Sponsored by Pacific Motor Trucking Co., its advisors were: Howard Roberts, foreman; Jose F. Orozco, dispatcher; and O. R. Lobb, asst. district manager.

"Rotalusni," the J.A. company sponsored by SP at Tucson, won an award for having the "Outstanding Annual Report of the Year." In addition, one of its members was elected president of the Achiever Association and was named "Miss Junior Achievement of Tucson." A member of "SoPac" at Bakersfield

was named "Sales Vice President of the Year." several Achievers in other SP-sponsored J.A. companies also won scholarships.

During the 1973-74 school year—the Company's 24th year of participation in the J.A. program — we sponsored 26 J.A. companies in 14

cities from Oregon to Texas. In addition, the Company contributed financially to eight other J.A. centers.

About 100 SP and PMT people served as adult advisors giving more than 500 Achievers a chance to participate in the program.

Employees interested in taking

part in the 1974-75 program, beginning the first week in October, should contact their supervisors or S. J. August, Company Junior Achievement coordinator, Public Relations Dept., One Market St., San Francisco 94105 (Ext. 22036) as soon as possible.

Gentle Handling for Giant Mirror

Southern Pacific recently hauled a \$1.5 million telescopic mirror aboard one of its 60-foot Hydra-Cushion flatcars from Tucson to Long Beach, Calif.

The 158-inch mirror was ground and polished at the optical shops of Kitt Peak National Observatory near Tucson. After its rail journey, it was transported by ship from Long Beach to Chile, where it will be installed at the Cerro Tololo Inter-American Observatory near La Serena.

Write Today!

Two identical bills designed to strengthen and improve railroad retirement benefits are now pending before Congress. Both bills—S. 3612 in the Senate and H.R. 15301 in the House—are entitled "The Railroad Retirement Act of 1974."

Details of this complex legislation were worked out by a joint labor-management committee, and passage is of utmost importance to the 730,000 active employees who are now contributing to the railroad retirement system and to the 990,000 people who receive benefits from it.

While rail unions and management are both actively working for passage of these twin bills, favorable action by congress is by no means certain. It's going to take a push from our entire industry to win passage of the Railroad Retirement Act of 1974.

You can help by writing briefly, as soon as possible, to the Congressman from your district and to the Senators from your state, urging them to support this vital legislation.

SP delivered the giant mirror blank to Tucson in 1970 from Toledo, Ohio. Altogether, including the trip to Long Beach, the mirror traveled more than 2,600 miles over our lines — all safely and without incident.

The fragile mirror and its special container weighed a total of 70 tons.

The mirror will be coated with an aluminum surface specifically designed to reflect a maximum amount of light from distant objects. Once coated, it will be seated into its movable mount inside a 13-story high telescopic building and dome atop 7,200-foot Cerro Tololo mountain.

The completed telescope will be the largest in the Southern Hemisphere. According to Observatory Director Victor Blanco, "The optical perfection of the new mirror, combined with the clear skies of the Andes, may well make it the most effective optical telescope in operation anywhere."

The Cerro Tololo mirror was produced by the Owens-Illinois Com-



Crane transfers 158-inch telescopic mirror in special container to one of our Hydra-Cushion flatcars for first leg of its journey to Chile.

pany of Toledo, Ohio, under grants from the National Science Foundation and the Ford Foundation.

Another "First" for SPC Co.

Southern Pacific Communications Company will soon become the first common carrier to provide digital data transmission service across the nation.

First cities to be served will be San Francisco, Los Angeles, Houston, Dallas, Chicago, New York and Philadelphia.

A total of 45 cities will be served by 1976, with seven to be added late this year, six more in 1975 and 25 more in 1976.

C. Gus Grant, SPC president, said that the system will cut costs and improve the quality of computer

data communications for its customers as soon as the initial orders are connected and the Federal Communications Commission has cleared the tariffs.

"SPC customers will be able to transmit data at speeds of 2400, 4800 or 9600 bits per second under the proposed tariffs," Grant said. "A 56-kilobit rate and higher speeds are planned for 1975."

Costs for the service, he added, will be "thoroughly competitive" with other systems, "and our customers will have the benefit of the latest, state-of-the-art equipment."

RIGHT: Checking over equipment at SPPL's Sparks, Nevada, terminal is Don Spanier, station supervisor. BELOW: Don, left, confers with Bill Dulaney, fuel system supervisor for Fallon Naval Air Station, which is served by SPPL. "We theoretically have the capability to receive fuel by truck," Bill says, "but I laugh every time I hear about it. It would take a string of trucks from here to the Bay Area to keep us in fuel if we didn't have the SP pipeline."



SPPL's Don Spanier:

Pipeliners on the Go

D. L. (Don) Spanier works on a farm—a tank farm, that is. Thirty-four tall white tanks surround the small building that serves as his headquarters.

Don is station supervisor for Southern Pacific Pipe Lines at Sparks, Nevada. His jurisdiction covers the terminal, plus about 100 miles of pipeline extending from Donner summit in the California Sierra to Fallon (Nevada) Naval Air Station.

The terminal receives, stores and distributes gasoline and other petroleum products, including fuels for jet aircraft and diesel locomotives. These products are piped to it over a 247-mile SPPL line which crosses the Sierra and connects with refineries in the San Francisco Bay Area.

"We provide gasoline for nearly all the service stations in Northern Nevada, plus some in Northern California," Don explains. "On any given day you'll find tank trucks from all the major oil companies loading up here. Each, of course, gets its company's own particular product."

"We pump jet fuel for military aircraft over our own line to Fallon,"

he adds, "and we also pump diesel fuel to SP's locomotive servicing facility at Sparks."

The SPPL line into Nevada, completed in 1958, immediately reduced costs to wholesale gasoline distributors, and they—in turn—passed the savings on to consumers, lowering the price of gasoline by about 1¢ a gallon. (As everybody knows, other things have happened to the price of fuels lately, but that's another story.)

Since then, the terminal's business has increased steadily. Its storage capacity has grown from 19 to 34 tanks, and its monthly turnover from 150,000 to more than half a million barrels. A new booster station constructed last year at Cisco Grove (near Norden) upped the delivery rate of the Sparks line from about 1000 to 1150 barrels per hour.

Don and his crew of eight operate the highly automated terminal around the clock, seven days a week, and they do it safely. So far they have gone more than 4,300 days without a "lost time" injury.

They keep precise records of every barrel of fuel put into and taken out

of the system, and they separate the various products received through the pipeline into appropriate tanks. They also keep the office, tank farm and truck loading racks immaculate, and—when necessary—they correct trouble along the pipeline itself.

Potential trouble includes rectifier failures and (rarely) leaks. Electrolysis—interaction between the metal of the pipeline and surrounding soils, minerals or other pipelines—causes corrosion, unless this process is neutralized by rectifiers located at frequent intervals along the line. Attached to each SPPL rectifier is a rotating, eight-sided orange and black cone, visible from the air. The aircraft pilot who patrols the line each week reports any that are not rotating and also any tell-tale oil stains that may indicate slow leaks.

"We sometimes have to snowshoe over deep drifts to reach trouble spots in mountain areas," Don says, "but more often than not, when we get there, correcting the situation is simply a matter of replacing a fuse."

Don and his associates also keep a sharp eye on any construction projects going on near the pipeline right-of-way—particularly those using heavy earth-moving equipment.

After graduating from high school in Ellenwood, Kansas, in 1949, Don

worked a couple of years near home as an oil field roughneck. Later he was in charge of the tank farm at March Air Force Base in Riverside, California. He joined an SPPL maintenance crew at nearby Colton in 1957, moving up through various positions to become first a scheduler and then a forecaster. He was promoted to his present position in 1969.

An active civic worker, Don was recently reappointed by the Secretary of the Interior to a second three-year term as a member of the Petroleum and Gas Unit of the National Defense Executive Reserve—a body set up to provide leadership in times of national emergency.

He is president of the Sparks Kiwanis Club, a director of the Sparks YMCA (now constructing a \$1.5 million building), and a member of the Parish Council of the Holy Cross Church and chairman of its maintenance committee.

Don and his wife, Winona, also assist in the Reno area's Junior Ski Program, which provides 10 weeks of ski instruction and fun for about 3,500 youngsters each year.

The Spaniers have four children—Michael, 20, Melinda, 17, Michelle, 14, and Merri Chris, 12—all excellent skiers.

"Mom and Pop aren't bad either," Don says with a smile. "At least we've progressed beyond the 'ouch' stage to where it's fun."

The Spaniers are also ardent square dancers. Don served recently as a representative of the Reno Twirlaways Square Dance Club to the local Inter-Club Council. The council puts on the annual Silver State Dance Festival which attracts 7,500 dancers from all over the U.S. and Canada.

As "Mr. SPPL" in the Reno-Sparks area, he is a frequent luncheon club speaker on pipeline subjects. He likes to explain that it would take 3,200 tanker trucks a month to handle the 550,000 barrels of refined petroleum products SPPL brings into the area.

"The pipeline saves all that fuel and does the job without highway congestion or air pollution," he points out. ■

BULLETIN BOARD

Elected or appointed to various posts recently were: **H. W. McCarger**, asst. to traffic manager, Los Angeles, as a director, Railroad Traffic Officers of Southern California; **Leslie H. Rudd**, special representative, Traffic Dept., El Paso, as a director of the El Paso Armed Services YMCA-USO; **Mrs. M. Abscal**, head rate clerk, Los Angeles, as president, Los Angeles Chapter of Delta Nu Alpha; **W. B. O'Connor**, chief clerk to P.F.E. superintendent, Los Angeles, as state deputy, Knights of Columbus (heading a 40,000-member state organization); **D. T. Kelley**, Cotton Belt district traffic representative, Los Angeles, as 2nd vice president, Traffic Club of Greater Los Angeles; **D. T. Terrell**, traffic representative, Los Angeles, as a director of the same organization; and **R. E. Walkup**, asst. to manager, car engineering, San Francisco, as program director, Cupertino Tournament of Bands (featuring a parade and program involving 50 high school bands on Oct. 12).

Melencio R. Recana, senior rate

Research Project (Concluded)

Southern Pacific will have an in-house advisory committee, headed by Richard D. Spence, vice president-operations, for consultation on railroad operational aspects of the project.

Southern Pacific has been engaged in rail truck research for several years. In 1970 it contracted with the Japanese National Railways for freight car truck tests on the wheel-rail simulator of the JNR—the same one employed for design work on the equipment of the new Tokaido line. In 1971 Southern Pacific was com-

missioned by the Association of American Railroads to develop a program on track-train dynamics, which has since grown into an international government-industry program administered by AAR. Spence is chairman of the steering committee of this international effort.

Arne J. Bang, FRA's project manager, said, "With an operating railroad company—the actual product user—as prime contractor, truck and car designers and manufacturers will have an equal opportunity to enter into the project as sub-contractors. They will be able to utilize their own design efforts in this systems approach to improved freight car truck performance."

clerk in the Traffic Dept. at Los Angeles, recently passed the California Bar examination. Prior to joining Southern Pacific, he practised law for three years in the Philippines.

Lonnie C. Washington, instructor, Disbursements Accounting, San Francisco, completed his service as a member of the Contra Costa County Grand Jury on July 25.

Susan Strawn, daughter of Asst. Traffic Manager, Rates and Divisions, W. J. Strawn of San Francisco, was recently elected president of the student branch, National Recreation and Park Assn. Susan, a graduate of California State College, Hayward, has just received her master's degree from Indiana University.

Connie Geitzbauer, rate clerk for PMT at San Francisco, recently won the Class A Handicap all-events title in the Alameda County Women's Bowling Association's 38th annual championship tournament.

Appointments

ACCOUNTING DEPARTMENT: F. W. Watson, to manager, Central Collection Accounting (formerly San Francisco Zone Office).

COMMUNICATIONS DEPARTMENT: D. G. Arthur, to microwave supervisor, San Francisco; D. C. Borne, to microwave supervisor, Phoenix; R. A. Eberich, to microwave supervisor, Bakersfield; C. V. Jeter, Jr., to microwave supervisor, Los Angeles.

EXECUTIVE DEPARTMENT: R. J. O'Leary, to assistant to the manager, Bureau of Transportation Research, San Francisco.

MANAGEMENT SERVICES: Angelo J. Anconetani, to systems supervisor, San Francisco.

OPERATING DEPARTMENT: John E. Meyers, M.D., to chief medical officer, San Francisco; H. E. Hall, to senior assistant terminal superintendent, El Paso; R. M. Clements, to general road foreman of engines, San Francisco;

L. M. Wells, to trainmaster, Lordsburg; W. L. Martin, to trainmaster, Klamath Falls; J. Bauer, to trainmaster, Bakersfield; W. Heffner, to trainmaster, Roseville; R. M. Gregory to chief train dispatcher, Los Angeles; D. J. Klock, to road foreman of engines, Sparks; J. A. Plank, to road foreman of engines, Carlin; A. E. Simpson, to assistant trainmaster, Oakland; A. E. Bednar, to assistant trainmaster, Hayden; G. C. Woodward, to assistant trainmaster, Phoenix; T. P. Russell, to assistant trainmaster, West Colton; R. E. Bretz, to assistant trainmaster, Los Angeles; W. A. Pierce, to road foreman of engines, West Colton; J. E. Grother, to assistant trainmaster, Los Angeles; D. E. DeYoung, to assistant trainmaster, Indio.

INDUSTRIAL DEVELOPMENT COMPANY: C. F. Penner, to assistant general manager, San Francisco, a newly created position.

PERSONNEL DEPARTMENT: L. G. Rinaldi, to personnel officer, San Francisco.

MECHANICAL DEPARTMENT: G. H. Barker, to plant manager, Eugene; L. H. Harstad, to assistant plant manager, Ogden.

TRAFFIC DEPARTMENT: B. J. Barron, to traffic manager, rates and divisions, Houston; Jack Wilkinson, to assistant traffic manager, San Francisco; George B. Dean, to assistant to district traffic representative, Oakland; Robert H.

Stepping Down

Among those completing careers with Southern Pacific in recent weeks were: Ralph Markey, administrative assistant, Purchases and Materials Dept., San Francisco, 48 years; Joseph L. Kennedy, manager, equipment distribution, Intermodal Services, San Francisco, 44 years; J. L. "Happy" Campbell, regional manager, Intermodal Traffic, Houston, 32 years; Howard E. Grohsky, special assistant, Intermodal Services, Houston, 32 years; E. A. Nightswonger, chief train dispatcher, Los Angeles, 37 years; John J. O'Connor, traffic manager, Rates and Divisions, Houston, 23 years; Carol J. Good, special industrial assistant, Houston, 45 years; Peter Anacabe, asst. to vice president and general manager, SP Industrial Development Co., San Francisco, 28 years; John Katsush, chief crew dispatcher, Oakland, 45 years; and G. W. Rush, asst. superintendent, Lafayette Division, 32 years.

Sims, to traffic representative, Los Angeles; L. J. Salazar, to traffic representative, San Francisco; Raymond J. Daniel, Jr., to traffic representative, Eugene.

TRANSPORTATION DEPARTMENT: J. R. Johnson, to power supervisor; J. O. Sward, E. G. Davies and Miss E. L. Ossio, to assistant supervisors of car service; S. J. Sterling, to chief clerk, all at San Francisco.

TREASURY DEPARTMENT: E. J. Campton, to transfer agent, San Francisco.

OFFICES OF VICE PRESIDENT AND TREASURER AND SECRETARY: W. E. Morris, to district credit manager and assistant secretary, Houston.

PACIFIC MOTOR TRUCKING: J. L. Woodbury, to terminal manager, Oxnard; R. F. Hannigan, to assistant manager of freight loss and damage prevention; Mrs. R. Klinkhammer, to systems analyst, both at San Francisco.

Retirements

GENERAL OFFICE, SAN FRANCISCO: L. Goldsworthy, special accountant, Disbursements Accounting; B. L. Laird, examiner, Labor Relations; R. G. Martin, instructor, Zone Accounting; G. F. Patton, asst. manager, Car Production and Control, Mechanical Department; W. R. Rathmell, chief file clerk, Engineering Department; A. O. Rystad, special accountant, Disbursements Accounting; Julia D. MacDonald, stenographer, Operating Data Systems; Frances M. Taylor, general clerk, Secretary's Office; Richard J. Drake, chief clerk, filing bureau, Revenue Accounting; Carl A. Peter, assistant treasurer; Ethyl H. Rudy, clerk, Law Department; Melba F. Anderson, engineer of clearances, Engineering Department; Sergei N. Ivanoff, secretary to manager-contract department, Vice President & General Manager's Office; George C. Vinton, appropriation clerk, Vice President & General Manager's Office; Lene Traverso, calculating machine operator, Revenue Accounts; Rose V. Sparyard, head keypunch operator, Zone Accounting.

HOUSTON DIVISION AND REPAIR PLANTS: Duane V. Brandt, asst. engineer, Valuation Department; Fred J. Zingraff, claims examiner, General Manager's Office; Nick T. Diaz, machinist; S. E. Easley, yardmaster; T. O. Forman, brakeman; J. M. Derrick, motor car repairman; F. F. Rieme, steward; W. H. Stanley, yard helper.

LAFAYETTE DIVISION: J. D. Allen, brakeman; Earl M. Champagne, car inspector; Samuel V. Dauphine, porter; L. L. Freeman, telegrapher clerk; Thomas E. Goyne, roundhouse foreman; Clovis J. Marce, engine foreman; Frank A. Dodge, brakeman; Rodney J. Guidry, machinist helper; Curtis D. Hoffpauir, asst. car foreman; Joseph S. Landry, switchman; Wilmer Westbrook, train attendant.

LOS ANGELES DIVISION AND REPAIR PLANTS: J. J. Jenkins, chief clerk, Zone Accounting; F. E. King, assistant terminal agent; P. K. Mahre, asst. chief clerk, Operating Department; E. A. Nightswonger, chief dispatcher; G. E. Turpen, track supervisor; Burbank; Dorothy M. Pearson, lease agent, Real Estate Department; Floriano O. Almada, car inspector; George N. Coleman, machinist; Ignacio H. Garcia, laborer; Albert L. Knight, lounge car attendant; James R. Miller, Jr., freight carman; John A. Pencil, machinist; Clois R. Smith, freight carman welder; Fred E. Titchener, revising clerk; Carl N. Alm, switchman; Roy R. Gath, conductor; Plummer D. Robinson, motor vehicle messenger; Harry E. Winters, machinist; Vincent D. Woods, trainmaster; John P. Albert, car inspector; Elmer Devereaux, dining car waiter; Alfonso L. Garcia, machinist;



These are some of the items found during excavation for the foundation of One Market Plaza, the office building complex being built on the same block as our General Office Building in San Francisco. Frank La Ferrara, steelman for the contractor, removes mud from anchor believed to be from a sailing vessel which once plied San Francisco Bay. Workmen also found some 100-year-old bottles. The steel skeleton of the complex is now under construction.

ist; James Harris, laborer; Hubert E. Doty, locomotive painter; Homer E. Gauschi, switchman; Wilbur W. Hennings, yard clerk; Robert Henry, electrician; Pete F. Kern, clerk.

OREGON DIVISION: Arthur E. Hrabik, machinist; Edward L. Reedy, yardmaster; Donald H. Ackerman, engine foreman; John J. Intihar, laborer; Edgar W. Rupp, conductor.

SACRAMENTO DIVISION AND REPAIR PLANTS: H. H. Hughes, road foreman of engines, Sparks; Helen T. McGuinness, secretary, Tax Department, Reno; Claude L. Herren, senior claims agent, General Claims Department; Walter E. Wade, roadmaster, Chico; Leopoldo A. Delarosa, laborer; Omer W. Fumms, machinist; Les Hunstman, freight carman; Frank G. Lopez, laborer; Alfred Lorenzo, tractor operator; Elmer A. McKinnon, freight carman; J. F. Rainbolt, pipefitter; Harold R. Cary, machinist; Ralph B. Counts, clerk; Jay H. Thompson, rodman; William F. Earl, freight carman; Nepuceno Diaz, foreman; Manuel Flores, machine operator; Albert J. McGuire, machinist; Tony C. Ortiz, freight

carman; Omer Proctor, electrician helper; Robert B. Zimmerman, yard helper.

SAN ANTONIO DIVISION: C. A. Vaughn, A&WE supervisor; Robert D. Dufner, car foreman; Jessie Haynes, stevedore; Robert L. Murphy, switchman; Frank Rodriguez, asst. general foreman; Feliciano Vallejo, welder; William H. Ford, agent; Zan A. Nelson, photographer clerk.

SAN JOAQUIN DIVISION: Walter R. Goertz, traveling auditor, Internal Auditor's Office-Fresno; Ben W. Casey, engine foreman; Dominica F. Gauding, clerk; Jose C. Paine, foreman, and Edw. J. Brown, signal maintainer.

TUCSON DIVISION: Q. B. Payne, trainmaster; John H. Bricker, Jr., switchman; Benjamin F. Howard, conductor; Percy H. Milley, clerk; Ignacio N. Noriega, laborer; Clyde Shook, switchman; Obie L. Sledge, powder foreman; Joseph B. Washburn, conductor; Antonio Verdugo, switchman; Dora B. Blackman, station clerk; Ricardo R. Castaneda, car inspector; Albert G. Loewenstein, yardmaster; Manuel Madril, laborer; Jesse Miltcham, yard helper; Luther D. Monroe, welder; Clarence M. Thomas, locomotive engineer.

WESTERN DIVISION: Roy E. Fairbanks, asst. chief yard clerk; Luis R. Figueroa, laborer; Jennie G. Garcia, coach cleaner; Donald C. Manish, locomotive engineer; Raymond Miramonte, locomotive engineer; Charles R. Morton, locomotive engineer; Edwin P. Prunk, locomotive engineer; Edward J. Silva, locomotive engineer; Orville C. Whisman, car inspector; Clytie Cheatham, laborer; Verna K. Diandra, switching bell clerk; Vincent M. Biss, train clerk; Norman H. Edwards, locomotive engineer; Jesse D. Farris, agent telegrapher; Stanley R. Garcia, baggage clerk; Harold M. McIntyre, switchman; Alfred W. Silveira, brakeman; Oscar R. Weaver, locomotive engineer; Jack R. Wisley, electrician.

OTHERS: E. E. Christian, mechanical foreman, NWP; Willis A. N. Brunson, foreman, PMT, Sacramento; Frank Foli, car inspector; S. D. Bums; Edward L. Keiper, foreman, NWP; F. W. Burns, foreman, PMT, Fresno; Manuel P. Garcia, rate clerk, SDO&E; Florence M. Matsou, cashier, NWP; Joseph L. Kennedy, manager, TCF Equipment Distribution, PMT, San Francisco.

Deaths

DALLAS DIVISION: Pensioners: Joe Brown, track laborer; Emmett L. Maroney, dining storekeeper; Emile A. Prestidge, carman helper; Fred Riggins, conductor.

GENERAL OFFICE, SAN FRANCISCO: E. V. Houstrup, assistant chief clerk, District Accounting Office; D. V. Johnson, clerk, General Office; T. A. Stark, Jr., chief clerk, Transportation Department; L. Tuttle, electrical maintainer, G. O. Building; Pensioners: Stanley H. Aising, special assistant, Traffic Department; Robert G. Bogle, fuel engineer, Mechanical Department; Leo H. Burke, assistant to general auditor; Ora R. Forsyth, clerk; Clarence H. Grant, general superintendent of transportation; Lillian G. Healey, chief indemnity bond clerk, Treasury Department; Albert Johnson, traveling auditor; Stella J. Kinsey, janitress, G. O. Building; Grace Spaulding, telephone operator.

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: Richard T. Beauregard, engineer, Tax Department; Paul F. Fontana, head file clerk, Operating Department; John E. Lockwood, head clerk, General Offices; Virginia M. MacManus, clerk; Herman W. Magruder, yardman; Timothy A. McCarthy, income tax auditor; J. C. McNight, office manager; William J. Muir, traveling accountant; Cleveland D. O'Toole, machinist; P. B. Rice, master mechanic; Samuel Specht, motion foreman; Sam Whitney, track laborer.

LAFAYETTE DIVISION: Pensioners: Albert

Centennial

Ashtand, Ore., on SP's Siskiyou line, recently celebrated its 100th birthday with day-long festivities, including dedication of a plaque commemorating the joining of the rails from north and south there in 1887. Asst. Oregon Division Supt. W. F. Currier was guest speaker at ceremony. Seated behind him, l-r, are Coos Bay Mayor Robert Hale; The Rev. Ray Kooshian of Ashtand's First Baptist Church; and Baker, Ore., Mayor H. B. Johnson.



Babineaux, freight carman; John A. Camus, conductor; Earl Edwards, track laborer; George J. Jesse, train porter; Ray A. Lester, brakeman; Maurice I. Pittman, machinist; James W. Radcliffe, Jr., locomotive engineer.

LOS ANGELES DIVISION AND REPAIR PLANTS: H. E. Cook, switchman; R. P. Garcia, machinist; L. A. Lockwood, switchman; J. Suggs, clerk; E. L. Wolfe, clerk. Pensioners: Jose Alcala, car repairman; Paul E. Banks, machinist; Frank R. Cervantes, boilermaker helper; Edwin Dawson, millman; David C. Farrar, section foreman; Cletus E. Fry, freight carman; Hugo Fround, painter; Frank Gagliasso, clerk; Everett S. Gearhart, conductor; J. Samuel Harris, truck driver; George E. Lamb, departmental foreman; Matteo Manno, boilermaker helper; Stanley M. Pisarz, boilermaker; Roy L. Robb, clerk; John H. Sandford, scale inspector; Alva I. See, car inspector; Herman E. Smith, conductor; Robert H. Smith, machinist helper; Brigid F. Vega, section laborer; Rafael Vega, track laborer; Howard P. Whitehouse, machinist; Thomas A. Wilbanks, scale inspector; Thomas J. Wilkes, section stockman.

OREGON DIVISION: J. F. Degnan, car inspector; C. D. Gordon, locomotive engineer; D. L. Noah, trackwalker; R. K. Powell, material foreman. Pensioners: William L. Allen, head trans rate clerk; Omam P. Beecher, electrician; Archie L. Dickey, conductor; Stricklin F. Elliott, locomotive engineer; Alva F. Green, head cost analyst; William M. Holt, powderman; Charles F. Lutz, locomotive engineer; Arthur N. Mouch, conductor; Ida M. Payne, janitress; Benjamin T. Rufer, machine operator; John F. Ward, sheet metal foreman.

SACRAMENTO DIVISION AND REPAIR PLANTS: J. A. Ambuster, engineer; J. E. Cox, foreman; L. D. Giusti, machinist foreman; J. W. Griffin, inenman; R. Martinez, Jr., freight carman; M. J. Riley, brakeman; J. C. Seeley, brakeman; C. E. Wardleigh, locomotive fireman. Pensioners: Walter F. Bailey, boilermaker foreman; Olivia Capparella, gang foreman; Dolores Fajardo, track laborer; William A. Hamilton, general yardmaster,

Roseville; Edwin A. Highfield, locomotive engineer; Joseph O. Huggins, locomotive engineer; Robert B. Laidlaw, locomotive engineer; Myron C. Manley, conductor; Samuel H. Matthew, mail handler; Charles D. McKenzie, brakeman; Arnold L. Murphy, machinist; Ralph W. O'Neill, locomotive engineer; John B. Reed, machinist; Elton E. Waggener, machinist; John A. Wakefield, conductor.

SAN ANTONIO DIVISION: W. T. Conder, engine foreman. Pensioners: Manuel A. Apodaca, track laborer; Allie Bledsoe, mechanical laborer; Bob Green, carman helper; Claude A. Nance, locomotive engineer; David J. Shay, sheetmetal worker.

SAN JOAQUIN DIVISION: Pensioners: Morris C. Blaser, clerk; Guy Bombace, machinist; Domingo J. Gates, locomotive engineer; Hilario N. Nunez, track laborer; Fred C. Reiter, conductor; Norval G. Smith, janitor.

TUCSON DIVISION: E. H. Meyer, switchman; T. H. Mims, Jr., engineer; V. R. Ward, water service mechanic. Pensioners: Tomas Bustillos, laborer, general stores; Manuel R. Chavez, mechanical laborer; Lorenzo Echerriel, track laborer; Rutile M. Garcia, boilermaker helper; Felix Grijalva, material foreman; Albert R. Hoff, chief train dispatcher; Alex Hubbard, section foreman; Orval C. Martin, conductor; Marlene E. Mathers, agent telegrapher; Richard F. Merbeth, insinist; Eleodoro Morgula, sheet metal worker; Enrique M. Naples, machinist; Charles A. Walker, blacksmith helper.

WESTERN DIVISION: D. J. Fitzpatrick, yardmaster; M. L. Fitzpatrick, locomotive fireman; R. J. Kelly, engineer; M. L. Paul, conductor-brakeman; J. Randle, laborer; A. Spada-vecchia, machinist; W. J. Summers, machinist. Pensioners: Sidney F. Bosick, conductor; Sam G. Chetcuti, mail and baggage handler; William C. Crow, freight carman; Edward F. Cunha, fuel oil attendant; Battista Curletti, section foreman; John L. Dahle, machinist; Luis Z. Gomez, track laborer; Claude R. Hunter, conductor; Joseph H. Mitchell, locomotive engineer; Helen M. Moniz, coach cleaner; Claude W. Mutter, timekeeper;

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Unique Graduation

THESE YOUNGSTERS, Elmer, 3, Shannon, 3, and Eric, 4 — all with multiple handicaps — graduated recently from the special nursery school in the Child Development Center at Children's Hospital in San Francisco.

The Center, which receives aid from the United Bay Area Crusade, helps children with cerebral palsy, con-

genital defects and various other handicaps make the most of their capabilities. After a year or so in the nursery school, many are able to graduate to regular nursery schools or kindergarten.

Mary Gerbo, secretary in the Traffic Dept. at San Francisco and an active UBAC volunteer, attended the graduation ceremonies. "It's wonderful to see our United Way dollars at work helping kids," she said. "It makes you feel good to be able to help."

See United Way article on pages 8-9.

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