

Southern Pacific
BULLETIN

August - September, 1977

New Lights Use Only
Half as Much Energy
See Page 2

SP and the Energy Crunch

THE ENERGY crunch: you've heard and read enough about it to know that there are many viewpoints on what caused it and what should be done about it.

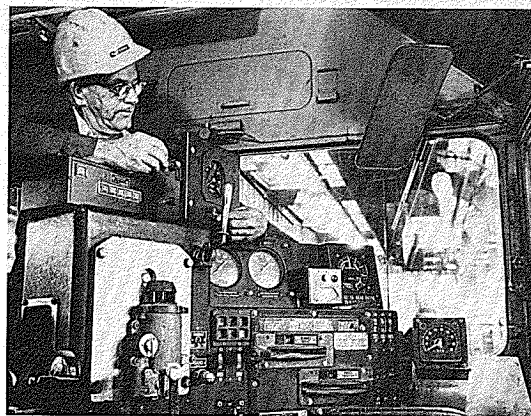
But no matter what you may think or feel about it, the problem is real, it's with us right now, and it's here to stay — at least for the foreseeable future. You can find all sorts of documentation for that, including studies by eminent scientists and President Carter's special reports to the nation.

Perhaps the development of alternative or even new energy sources may one day ease the shortage. But right now, we've got to do all we can to conserve energy or face serious economic consequences.

As SP President D. K. McNear points out, "Railroads are making a significant contribution to the solution of America's energy problem

COVER

Installing high pressure sodium lamp at West Oakland Yard is Lead Electrician Petr Oplatka, with Electrician Dennis McQuaid handling line used to pull equipment up to top of pole. Sodium lamps use only about half as much energy as comparable mercury vapor lamps and provide approximately the same light output.



both as transporters of the raw materials needed to produce energy and as highly efficient users of fuel.

"Railroads already haul most of America's coal and large quantities of its petroleum products over long distances at low cost, and they are fully capable of handling the increased coal production that will be needed for the nation's energy program.

"They are also inherently more efficient freight haulers than competing forms of land transportation. For example, they can carry up to four times as many ton-miles of freight per gallon of diesel fuel as trucks can. This is a vital area where they are helping to conserve energy, and they could save a lot more, if more of the nation's freight were shifted off the highways and on to the railroads."

A recent study shows that transportation accounts for about 25 per cent of the total energy consumed in the United States. Almost two-thirds of that goes for the movement of passengers. The private automobile alone uses more than half of all U. S. transportation energy.

Of the one-third of U. S. transportation energy used for the movement of freight (it's actually 37%),

railroads use only 3 per cent, although they haul nearly as much

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freight as trucks, barges and air-pines combined.

"Nevertheless," McNear emphasizes, "railroads are substantial users of energy — particularly diesel fuel — and we must do everything we can to use it as efficiently as possible. This is why we're giving top priority to our energy conservation program."

Southern Pacific has, of course, stressed fuel conservation for many

ABOVE: Electrician D. W. Brennan rests his arm on little black box called a "fuel saver," as he installs a test device in the cab of locomotive at Roseville, Calif. The "fuel saver" permits engineers to reduce the power output of selected units to a bare minimum when they are not needed, thus substantially reducing fuel consumption. We are testing "fuel savers" on several locomotives.

RIGHT: Conferring on an improved fuel injector now installed on all our EMD locomotives are A. G. Newell, left, manager of locomotive engineering, and Paul V. Garin, asst. vice president for technical research and development, who heads a new inter-departmental energy committee. The fuel injector (called a Low-Sac injector) is expected to save 10 million gallons a year.

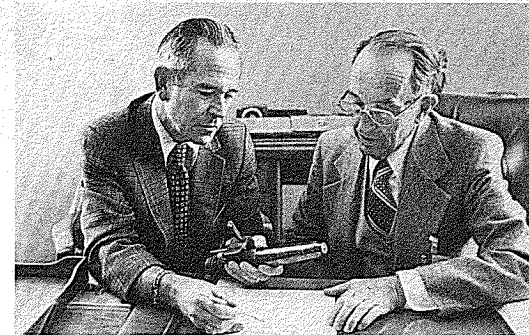
years as a prudent way to run the railroad.

"We've always felt that money saved in this way could be better spent for the kinds of improvements that can bring in traffic," McNear explains.

But conservation has become more important today than ever before, not only because of the energy shortage, but because of the spiraling cost of diesel fuel.

The average cost per gallon — which had remained relatively stable for many years — increased 15 per cent in 1973, more than doubled in 1974, and has continued to climb in the past two years. The present price is more than triple what it was four years ago. SP's yearly tab for diesel fuel reached a staggering \$126 million in 1976 — an all-time high.

Our railroad took three major steps in 1974 to intensify conservation efforts, and they have brought about significant savings in diesel fuel.



STEP ONE

Southern Pacific was one of the first railroads to install an improved

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fuel injector (called a Low-Sac injector) on EMD locomotives for better fuel consumption, and this

has saved approximately 19.8 million gallons over the past three years.

All of our EMD locomotives have now been equipped with the device, and it is estimated that future fuel savings will be about 10 million gallons a year, based on our present systemwide consumption rate of 410 million gallons annually.

STEP TWO

We have been manually fueling locomotives 200 gallons short of capacity in order to avoid overflow and spillage. We estimate this practice has saved about 500,000 gallons a year.

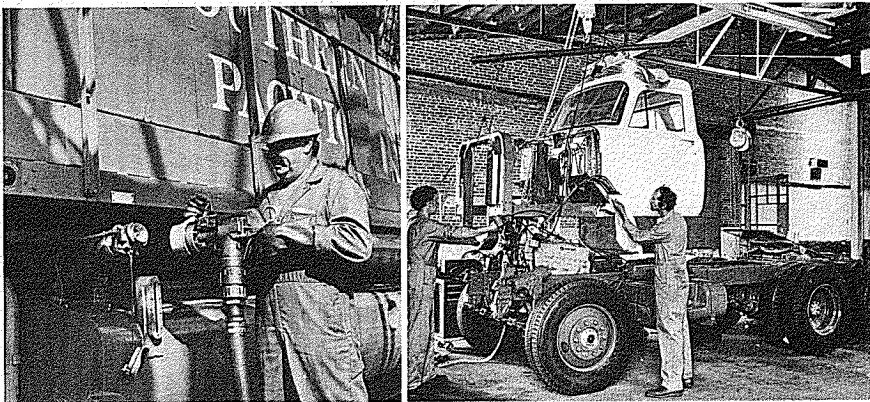
SP has tested an improved system for automatic fueling of locomotives during brief stops at terminals. It will be installed at major fueling facilities within the next few months and is expected to save an additional one million gallons a year. The new system includes a highly effective automatic fuel shut-off device.

We are also recycling lubricating oil from locomotives — re-refining it, replacing the additive content and making about 500,000 gallons a year available for re-use.

STEP THREE

"In the past," explains W. O.

LEFT: SP's dynamometer car is being used to check effectiveness of the "fuel saver." Joe M. Lambert, instrumentation engineer, takes readings from instruments that measure fuel consumption when "fuel saver" is in operation.



Brown, chief mechanical officer-system, "we allowed diesels to idle for several hours at a time, because cold engines were often hard to start, and because frequent warm-ups and subsequent cooling tended to increase engine wear and cause leaks.

"However, about three years ago, as an energy conservation measure, we decided to shut down units not needed for four or more hours, weather and operating conditions permitting.

"We estimate that this program had the potential of saving about 3100 gallons of fuel per unit per year — or a total of more than 7.2 million gallons annually."

Better engine seals and other recent technological improvements have made it possible to go a step further. SP now requires that engines be shut down "in all instances unless they are to be moved within a very short period of time," Brown says.

"This added measure has the potential of upping fuel savings to about 12.8 million gallons a year, provided we have the full cooperation of all concerned," he points out.

"We are also equipping our two-cycle diesel locomotives (EMDs) with a quick operating compression relief valve to facilitate the shut-

down and restarting of engines," Brown adds.

OTHER STEPS

"Southern Pacific is taking a number of other steps in line with national energy conservation guidelines," says Paul V. Garin, assistant vice president for technical research and development at San Francisco.

Garin heads a new committee made up of representatives of various SP departments and subsidiaries. Its responsibility is to coordinate and implement energy saving procedures systemwide, with emphasis on improved technology and operating efficiency.

Some of the steps now underway include:

- Where possible and consistent with the needs of our customers we are adjusting train schedules and operating trains with reduced horsepower per ton to save energy. The committee is also testing a new device called a "fuel saver," which can substantially reduce a train's fuel consumption. The device allows an engineer to reduce the power output of selected units in a locomotive consist to the bare minimum when they are not needed (for instance, after leaving mountain territory and reaching a level area), while operating the remaining units at full power for peak

efficiency.

- Company trucks and autos are being operated at reduced speed when consistent with safety and "pooled" to minimize vehicle usage whenever possible. We are also using smaller trucks, where available, for partial loads.

- In office and maintenance buildings throughout the system light intensity has been lowered to adequate, but energy-saving levels through the use of fewer and/or more efficient fixtures. For yards and other open areas, SP is converting to high pressure sodium lamps which permit a 50 per cent reduction in energy over mercury vapor lamps with approximately the same light output. Office heating and/or cooling have been re-

ABOVE LEFT: SP is spending about three-quarters of a million dollars to install an improved system for fueling locomotives at major facilities. The new system has a highly effective automatic shut-off device and is expected to save about a million gallons of fuel a year. Here Antonio P. Leonas, fuel oil attendant at San Jose prepares to use new set-up to fuel commute locomotive.

ABOVE RIGHT: Mechanics Lee Reis, left, and Joe Reyes lower cab on truck being completely rebuilt in a new program at PMT's Fresno, Calif., Shop. The rebuild job includes replacement of gasoline engine with an economy-type diesel engine that doubles fuel mileage.

duced and elevators are being taken out of service during low-use periods.

- Improvements have been made in the controls of air conditioning

and heating systems throughout the Company. In the San Francisco General Office alone, SP expects to be able to reduce consumption of natural gas by more than two mil-

lion cubic feet a year through improved boiler controls.

- Designs for all future railroad buildings will take energy conservation into account. Our architects are planning open congregating areas as opposed to lobbies, along with the use of skylights, pre-painted walls and roof panels, reduction of window installations and increased use of double entrances to provide air locks.

- Power requirements for SP Pipe Lines pumping operations have been reduced by 3.75 per cent through a computer-controlled power efficiency program. Last year the program resulted in savings of 4.5 million kilowatt hours of electricity.

- SP's trucking subsidiaries are using aerodynamic shields on truck tractors to reduce wind resistance. They are also switching to radial tires and installing economy-type diesel engines, featuring the latest technological advancements, in new and rebuilt trucks. Gasoline-powered tractors are getting the new diesel engines, too, when they are scheduled for engine replacement. These changes are producing fuel savings of up to 25 per cent.

In other related actions, Southern Pacific is urging shippers to load cars to capacity both as a means of saving fuel and to make more cars available. Shippers are also being asked to consider the fuel economies of shipping loaded highway trailers by piggyback.

Over the past few years, SP has built a number of large storage tanks around the system, increasing our diesel fuel storage capacity from 15 to 30 million gallons — approximately a 30-day supply. While this is not, in itself, a conservation measure, it is helping to protect our railroad operations against spot shortages.

ADDITIONAL MEASURES

Garin's committee is currently studying various other energy conservation measures.

"Our committee would like to hear from employees on any sug-

(Concluded on page 13)

Critical Fire Danger

We Can Help in Drought Crisis

THE WEST COAST, as we all know, is in the midst of the worst drought in history.

R. L. King, vice president-operations, pointed out in a recent letter to SP people in California. Oregon and Nevada that "this situation has most serious implications for all of us, not only as employees, but as private citizens as well. We cannot ignore our responsibility as individuals to contribute to water conservation and the prevention of fire, which has become a dangerous companion to the water shortage."

Southern Pacific has taken a number of steps to conserve water. For example:

- We have substantially curtailed the washing of locomotives at facilities west of El Paso.

- We are no longer washing the exterior of the San Francisco Peninsula commute fleet (except for the windows), a measure which saves about 5,000 gallons a day.

- At West Oakland, Calif., we are saving more than a million gallons a month by not hosing down platforms (we sweep them instead), by fixing leaks and by other similar measures.

To minimize the danger of fire along our right-of-way during this tinder-dry season, SP is stepping up its on-going prevention program. It is also conducting fire prevention classes for employees and calling the seriousness of the situation to their attention through various bulletins and notices.

What can the individual employee do to help conserve water and prevent fires?

"At home and at work we can diligently search for ways to extend our water supplies," King says. "Leaking faucets waste not drops but gallons. Sanitary facilities can be equipped with water displacement devices. Local water conservation agencies offer suggestions to help reduce unnecessary consumption. Looking about our homes and yards, as well as our work environment, we can find additional ways to conserve."

"Employees can make a vital contribution to fire prevention," he adds. "Greater care must be taken with required use of fuses and disposition of cigarettes. Burning articles should be completely extinguished before being left unattended, but if it is absolutely necessary to leave a burning fusee unattended, assure yourself that it will not ignite combustible material nearby. Careful roll-by inspections for sticking brake shoes will help eliminate another source of right-of-way fires. Report equipment emitting burning carbon particles so that corrective maintenance can eliminate this problem. Our cooperation with local fire protection agencies is also a 'must' during this critical season."

"Your help and efforts to save water and reduce fire danger will be genuinely appreciated," King says, "not only by Southern Pacific but by your fellow state residents whom your action will ultimately benefit."



Because We Care

Why give to United Way campaigns?

"Because we care about people," says Cheryl J. Krupa, "and because — as this year's campaign slogan puts it — 'United Way is us — all of us.'"

Cheryl, manager of financial reporting for Southern Pacific Land Company at San Francisco, will serve as General Office campaign manager for our 1977 drive.

She points out that dollars given the United Way do the most effective job of helping our neighbors in need. They provide support for 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.

John B. Ficker, traffic representative at Portland, agrees and adds that "United Way organizations do a highly efficient job of collecting, managing and disseminating funds to help people, and their administrative costs are so low that the bulk of what is collected goes out into the community. This means that United Way dollars actually go farther and can do much more."

John is presently serving a three-year term on the budget panel of United Way of Oregon. He has also served in a number of United Way campaign posts over the past few years.

Hundreds of other SP people will serve as volunteer fund raisers in United Way campaigns this year — among them union leaders like John B. Jenkins, general chairman on the Texas and Louisiana Lines for the Brotherhood of Railway, Airline and Steamship Clerks (BRAC), who will be co-chairman — with Asst. Vice President D. R. Kirk — of our 1977 United Way drive at Houston. His picture appears here, and Dean Cook, local chairman at Tucson for the Brotherhood of Locomotive Engineers, is pictured on the back cover. The once-a-year campaigns are, of course, fully endorsed by both labor and management.

Every year SP people give generously to support the work of United Way agencies in some 49 communities around the system. Last year, their gift totaled more than \$540,000, and the SP Foundation also contributed substantially to this good cause.

This year's campaign will start in a few weeks. With a greater need today than ever before, we know Southern Pacific people will once again give their fair share.

TOP: Traffic Rep. John B. Ficker chats with youngster at the Volunteers of America Day Care Center in Portland. CENTER: Visiting with two young boxers at the South San Francisco Boys Club are Cheryl Krupa, mgr. of financial reporting for SP Land Co., who will head this year's General Office United Way campaign, and Jack T. Hall, asst. division engineer, who will help lead the campaign on the Western Division. LEFT: John R. Jenkins, general chairman of BRAC for the Texas and Louisiana Lines, drops in on craft session at Wesley Community Center in Houston. Jenkins will be co-chairman of SP's 1977 United Way drive in Houston. All three people-helping agencies receive substantial United Way support.



J. A. Companies Win Top Awards

NINE SP-sponsored Junior Achievement firms won major awards and/or scholarships in their respective centers at the end of the 1976-77 school year.

"Knock on Wood," in the San Mateo center, was the top winner. Its teenage president was named "President of the Year," two of its members won expense-paid trips to the national J. A. conference at

SP Vice President A. D. DeMoss, right, presents "President of the Year" trophy to Keith Koch, teenage president of "Knock on Wood," award-winning Junior Achievement company sponsored by SP at the San Mateo J.A. center.



the University of Indiana, and another member was elected vice president of the San Francisco Bay Area Achievers Association for 1977-78. Other awards included a \$500 scholarship, a "Dale Carnegie Award" and two "Executive Awards."

Advisors of "Knock on Wood" were: T. J. Shea, chief clerk, Traffic Dept.; Jane Sockwell, senior distribution clerk, Property Accounting; and Wayne C. Ullman, analyst, Bureau of Transportation Research, all at San Francisco.

"Sport Unlimited" (Southern Pacific Ornamental Rail & Tree), in the Portland center, won a first place national award in the competition among J. A. companies for the best product of the year. The firm manufactured unique ornamental trees made from old copper wire. Other "SPORT" honors included a "Treasurer of the Year" award and an "Executive Award."

Its advisors were: Glenda Glenn, secretary to superintendent; Diana Sorenson, R. E. Hanson, Dale Bechtold and Betty Garrison — all from the Oregon Division superintendent's office.

Among the other award winning J. A. companies sponsored by SP during the past year were: "Business Achievers Productions" at Eugene — "Outstanding Boy of Eu-

gene" award and "Vice President-Sales of the Year," "MAAS Productions" at San Leandro — a \$200 scholarship, two "Dale Carnegie Awards" and an "Executive Award;" "The Craft Shoppe" at Fremont — a \$200 scholarship; "Photo Kraft" at San Francisco — a \$100 "Junior Achievement Award;" "Yankee Clipper" at San Rafael — a company award for achieving more than \$1,000 in sales; "Products on Top" at Phoenix — a "Secretary of the Year" award; and "Necklers" at Tucson — an "Achiever Award" and an "Executive Award."

During the 1976-77 school year — Southern Pacific's 27th year of participation in the Junior Achievement program — we sponsored 19 of the pint-sized companies in eight centers between Portland and Houston.

ABOVE LEFT: "SPORT," a Junior Achievement company sponsored by SP at Portland, won a top award for having the best J. A. product in the nation — an ornamental tree. Presenting award to De Shattuck, teenage president of "SPORT" is Don James, right, J.A. program director at Portland. Looking on are Glenda Glenn, left, secretary to supt. and executive advisor to "SPORT," and Kay Fleskes, treasurer of the J.A. firm.

ABOVE RIGHT: "H.F.H. Company," sponsored by SP at Glendale, Calif., manufactured and sold nearly \$1,000 worth of trivets. Adult advisors, from left, were P. H. Althoff, industrial development specialist; R. J. Barry, land agent; and H. L. Turner, traffic rep.

New Award for Sharp-Eyed Employees

A new "Eagle Eye Award" program will honor employees for "special alertness in finding defects which are not easily seen through regular observation and for taking action that prevents possible accidents."

Recipients of the award will receive a hard hat decal and a certificate signed by R. L. King, vice president-operations, and the employee's own departmental officers. SP people in all departments are eligible.

Supervisors are requested to forward the names of employees recommended for the award to O. J. Pilcher, asst. mgr. of personnel-safety, San Francisco. If the recommendation is approved, the Safety Dept. will prepare the certificate, obtain the signatures and forward it to an appropriate officer for presentation.

The first presentation of the new "Eagle Eye Award" was made at West Colton Yard in July, when Los Angeles Division Supt. R. G. Thurston, Asst. Mgr. of Personnel-Safety O. J. Pilcher and Terminal Supt. K. A. Moore presented a certificate to Car Inspector J. J. Gordon.

Gordon's certificate commends him for discovering — through close inspection — 62 broken wheels over the past four years, thereby "helping our Company maintain a safe and efficient operation for our shippers and fellow employees."

Lists of employees receiving the "Eagle Eye Award" will be published regularly in the *Bulletin*, along with the names of those accepted for membership in the Wise Owl Club and the Golden Shoe Club, because they prevented serious injury to themselves by wearing proper eye protection equipment and/or safety shoes.

Recent award winners include:

Eagle Eye Award: Car Inspectors J. J. Gordon, W. Hilliard, P. L. Durbin, J. L. Emberton and C. M. Wolf; Carboose Supplyman V. E. Moore; Electrician W. G. Brubaker; Division Engineer M. E. McGinley; Switchman M. L. Seavers; and Crane Opr. E. Stephens.

Wise Owl Club: Adzer Operators V. T. Varela and D. O. Olivas, Jr.; Boiler-maker J. D. Morelas, Extra Gang Foreman J. L. Magdaleno and Lead Boiler-maker R. Havey.

Golden Shoe Club: Car Inspector R. B. Navarro, Extra Gang Laborer T. M. Ramirez, Machinist J. W. Bubenik and Track Laborer D. K. Holmes.



Receiving "Eagle Eye Award" certificate at West Colton Yard is Car Inspector J. J. Gordon (seated). Making presentation (l-r) are Los Angeles Division Supt. R. G. Thurston, Asst. Mgr. of Personnel-Safety O. J. Pilcher and Terminal Supt. K. A. Moore.

system operations in 1962. In 1967, he advanced to his present position. Over the past ten years, he has directed the development of many new freight car designs and other technological achievements.

He has completed the Advanced Management Program at Harvard University and is a member of the Pacific Union Club, Engineers Club, Commercial Club and Stock Exchange Club, all at San Francisco.

Well-Known Retirees Die

Three widely known SP people passed away in recent weeks. V. L. Arenth, retired traffic manager at Los Angeles, died July 27 at Palm Springs. Mabel M. Hardin, retired executive secretary to SP general passenger agents, died June 6 at San Francisco. Frank M. Kalbaugh, retired asst. to vice president at Los Angeles, died June 24 at Glendale, Calif. He was the first general manager of SP Pipe Lines.

One Market Plaza Honored

The San Francisco Chamber of Commerce recently conferred its "1977 Beautification Award" on One Market Plaza for its dramatic, six-story-high, skylighted Galleria and shopping mall.

The project was one of six selected by the Chamber's Downtown Planning Committee as having made "significant contributions to improving the appearance of San Francisco."

One Market Plaza, a joint venture of The Equitable Life Assurance Society of the United States and SP

Land Company, covers a full block at the site of SP's headquarters building in downtown San Francisco. The office and commercial complex includes 43 and 27-story towers. Its glass-roofed Galleria provides a fine setting for art exhibits and community events.

San Francisco Chamber of Commerce's award to One Market Plaza is presented by Chamber Pres. Ross F. Anderson, right, to O. Greg Linde, center, pres., SP Land Co., and Richard B. Duffy, regional mgr., Real Estate Dept., The Equitable Life Assurance Society.



Montfort Named 'Pipe Liner of Year'

John G. Montfort, vice president and general manager of Black Mesa Pipeline, Inc. has been named Pipe Liner of the Year by the Pipe Liners Club of Houston.



J. G. MONTFORT operates the world's longest and largest coal slurry pipeline.

The nation's largest and most prestigious pipeline club conferred the honor on Montfort June 6 for his work in managing the SP subsidiary that

ry pipeline.

Black Mesa Pipeline, which set a record in its sixth full year of operations last year by delivering 4.2 million tons of coal, operates over a 273-mile route connecting a mine in northeastern Arizona to a power plant in southern Nevada.

Montfort joined Southern Pacific Pipe Lines, Inc. in 1955 when the company was formed as a subsidiary of Southern Pacific to develop a pipeline system in several western states. He first served as Western District superintendent at Colton.

In 1967, he was named manager

of the newly formed Black Mesa Pipeline, and moved to Flagstaff in 1969 when construction began. He was named vice president and general manager of the line in January 1973.

Before joining Southern Pacific, Montfort had been a pipeline engineer for Standard Oil Co. of Ohio and headed Tennessee-Mississippi operations for the Mid-Valley Pipeline Company.

A native of Kansas City, Montfort served as a field artillery officer during World War II and was graduated from the University of Kansas. He also attended the Advanced Management Program at Harvard.

years. He has a B.A. in psychology and an M.A. in communications.

Walsh has been a case manager with the Southeast Council on Alcoholism and Drug Problems (in the Los Angeles area) for the past two years. For 10 years prior to that, he was administrator of the Douglas Aircraft Company's employee assistance program.

Taylor has been a counselor with the Alcoholic Rehabilitation Center in Eugene and at the County Health Center there for the past three years.

Further information about the Employee Assistance Program and the addresses and phone numbers of the counselors may be obtained from B. F. Chapman, manager-employee communications, San Francisco (Ext. 22640).

Jaekle Completes 43-Year Career

William M. Jaekle, vice president-engineering and research at San Francisco, retires August 31 after a 43-year Southern Pacific career.

After earning an engineering degree from Stanford University, he joined a Western Division survey crew as a rodman in 1934. In doing so he was following in the footsteps of his father, whose untimely death that same year, as asst. chief engineer-maintenance, cut short his own career with the Company.

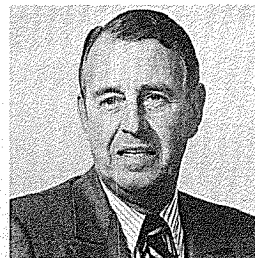
Jaekle rose steadily through engineering assignments on several divisions to become chief engineer for the railroad's Pacific Lines in 1955.

Of the many SP engineering projects in which he participated, one of the most challenging was the completion of the Great Salt Lake Fill project in 1959. He also provided

leadership for the restoration of our damaged railroad lines after several major disasters created by nature.

Jaekle was appointed general manager at San Francisco in 1960 and promoted to asst. vice president-

W. M. JAEKLE



Employee Assistance Program Expands

SP's Employee Assistance Program has added the San Francisco Bay Area, Los Angeles and Sacramento to the points where it offers counseling and referral service.

The program began at Eugene and San Antonio about nine months ago. Its purpose is to help employees and

members of their immediate families deal with alcoholism, drug dependency and related problems.

Brian J. Miller, formerly employee assistance counselor at San Antonio, will be headquartered at Oakland, and Murray K. Elyford, formerly at Eugene, moves to Sacramento.

Appointed employee assistance counselors were Clifford B. Melton, at San Antonio; Donald E. Walsh, at Los Angeles; and Robert N. Taylor, at Eugene. All three are experienced counselors.

Melton has worked as a counselor in community and regional alcoholic rehabilitation programs in the San Antonio area and at San Antonio State Hospital for the past three

D. E. WALSH



R. N. TAYLOR



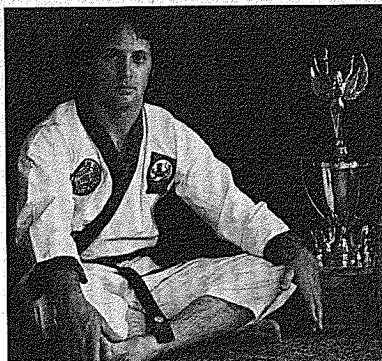
C. B. MELTON



PEOPLE

National Karate Champion

Ever since he was eight years old, Ruben E. Morrison, 27, machine operator at Ogden, has been working toward becoming a karate champion. Karate is a method of self defense without weapons developed in Japan. It is also practiced as a competitive sport like boxing or wrestling. Morrison won the U.S. National Karate Championship in the middleweight division in 1975 and placed first in the International Finals. In 1976, he was runner-up for the world middleweight title, and in May of this year he took second place in the World Tournament held in Las Vegas. He is a fifth degree black belt, practices about five hours a day, and hopes to win the world karate championship soon—perhaps later this year. He teaches karate, too, and is training a young man he believes will be a future champion. Morrison, who joined Southern Pacific in 1974, also finds time to serve as president of Local 814 of the Brotherhood of Firemen & Oilers in Ogden.



Ruben E. Morrison, machine operator at the Car Dept. at Ogden and a fifth degree black belt in karate, has won several national and international matches.

They Play Original Country Music

Two members of the same Southern Pacific train crew share a spare-time hobby that gives listening pleasure to a lot of people: country and western music.

Brakeman Phil Sweet wrote "I Don't Want to Have to Marry You"—a number that became the top hit last year on *Billboard* magazine's country and western chart.

He and his friend, Conductor Cliff

Brakeman Phil Sweet, left, and Conductor Cliff Hudson of the L.A. Division look over the latest issue of *Billboard*. They play country and western music together in their spare time.

Hudson, who plays a mean country-style fiddle, have worked together for more than two years on trains operating between Los Angeles and West Colton. Hudson became an SP employee in 1962.

Sweet, who is a guitar strummer, as well as the song writer of the duo, hired out as a fireman in 1963. "Cliff and I have separate careers and interests, but we work together on the railroad and like to jam once in awhile," he says.

Sweet, a native of Monterey Park near Los Angeles, developed an interest in music as a teenager. He has played the guitar and bass since he was about 18, and belonged to a rock group that achieved some local success in the early 1960s.

"About ten years ago, my wife and I started composing songs together and getting serious about getting them published," says Sweet, who cut a demonstration record last year, sent it to a friend in New York City, and saw a dream come true.

The record company liked the song he wrote and recorded it with two of the most famous country and western singers, Jim Ed Brown and Helen Cornelius. In September,

1976, the song called "I Don't Want to Have to Marry You" hit the top of the charts, and the New York record company started taking a bigger interest in Sweet's work.

Since then, Sweet and his wife, Janis, have co-authored another song for Jim Ed Brown and Helen Cornelius called "Take Me, I'm Yours," while the first hit has been named "Single of the Year" by a publication called *Music City News* in Nashville, Tenn.

Hudson, the other half of SP's unique duo on the Los Angeles Division, plays regularly with his own group called the "Country Cousins' Western Swing Band" at Elks Club, American Legion and other community affairs.

"I make a few bucks at it, but it's really just a hobby with me, something I enjoy doing," says Hudson, who came to California from Silver City, New Mexico.

A new song in the duo's repertoire may never hit the top of the country and western charts, but it might have a special appeal for railroad people. Called "The Ghost of Old No. 97," it's about a retired steam engine that recalls its past glories while it watches the passage of the American Freedom Train and SP's colorful Bicentennial engines.

Expert Cook, Cajun Style

If you're ever in Lafayette, La., don't miss a chance to taste some of Errol J. Camelle's fish courtbouillon. It's fantastic.

Camelle, a retired bridge and building inspector on the Lafayette Division, got into cooking as a safety project in 1960.

"I told my men that if they had a year of accident-free service I would give them a free barbecue," he said. And he did, for six years, until it



became too expensive a venture to undertake by himself.

"At first I started serving 99 employees and their families," he states. "By the time I discontinued the program, I was feeding between 150 and 300 people."

Camelle, who retired in 1975 with 35 years of SP service, prepares gourmet food with a Cajun French accent for Company retirement dinners and other functions every month or so. These are served on his 16-acre ranch.

After starting as a barbecue cook, he taught himself how to prepare fish courtbouillon (an elegant chowder), baked shrimp and crawfish etouffee by the trial and error method.

"Now I make the best courtbouillon in Lafayette, if I do say so myself," he reports. (Those who have been his guests say this is no exaggeration.)

Camelle also has cook-offs with some of his friends who share his hobby—people like H. D. (Pee Wee) Girouard, agent; Tommy Huval, secretary to the superintendent; Earl LeBlanc, industrial engineer; and Bobby Caffey, assistant engineer.

They get together on a regular basis and concoct a variety of dishes. Collectively, though, their specialty is barbecue. Camelle has a custom-made barbecue pit which is perfect for the kind of cooking they do on his ranch.

He doesn't spend all his time

ABOVE: Highly respected as a Cajun cook is E. J. Camelle, left, retired B&B inspector at Lafayette. His willing assistants at a recent retirement dinner included (l-r): C. C. Dautreuil, asst. district claims agent, New Orleans; T. J. Huval, secretary to supt., and H. D. Girouard, agent, both of Lafayette; and U. J. Melancon, asst. agent, Avondale.

cooking, however. Camelle also enjoys caring for his cattle and his garden. And he's got still another hobby: carpentry.

"My father was a carpenter and he taught me the trade," he says. "However, I only do work for my family." He recently completed a \$75,000 home for a member of his family and since then has turned down 60 offers to build homes for other people.

Appearing on this page are two of Camelle's recipes, which he has graciously consented to share with readers of the *Bulletin*. They are set up for eight people, but may be cut in half, if desired.

Wonderful Service

A recent letter from one of our Peninsula commute patrons: "Dear Friendly SP:

"I have retired, so I am sending the ticket back.

"I have been commuting since 1947. The service has been wonderful. I have only been late to work twice in all that time.

"Thanking you again,
"Alvin S. Du Frane
"San Carlos, California"

FISH COURTBOUILLON

- 5 lbs. fresh fish (sliced)
- 4 large onions (chopped)
- 3 cans tomato paste (6 oz.)
- 3 cans tomato sauce (8 oz.)
- 3 cans Rotel (or other highly spiced whole) tomatoes (10-12 oz.)
- 3 bell peppers (chopped)
- 1 bunch onion tops (chopped)
- 1 bunch parsley chopped
- 1 quart water
- salt and pepper to taste

Saute onions in Dutch oven until onions are mushy on low fire. Add tomatoes and cook slowly for about 2 hours. Add bell pepper, onion tops and allow to cook for approximately 20 minutes. Add the water and allow to come to a boil. Add fish and cover pot. Lower fire as low as possible and cook for about 30 minutes. Do not stir or this will break up fish.

BAKED SHRIMP

- 5 lbs. shrimp
- 1 lb. margarine
- 3 medium onions (sliced)
- 2 medium bell peppers (sliced)
- 3 lemons (sliced)
- 1 orange (sliced)
- 1 stalk celery
- 3 tbs. Worcestershire Sauce
- salt and pepper liberally

Wash shrimp several times (3 or 4). Layer shrimp in roaster pan. Layer onions, bell pepper, lemons, oranges, celery on top of shrimp. Now add 1 box (1 lb.) of margarine on top. Bake in oven at 350 degrees until margarine is fully melted. Remove from oven and stir. Return to oven and stir shrimp approx. every 10 minutes...until all shrimp separate from hulls or hulls turn pinkish in color. Do not overcook or shrimp will be hard to peel.

Promotions and Changes



C. A. BALL

L. M. FOX

K. A. WOOD

J. H. WILLIAMS

D. C. THOMPSON

G. P. LINDQUIST

L. F. PETERSON

C. A. Ball Retires; L. M. Fox Succeeds

Carl A. Ball, asst. vice president-labor relations since 1969, has retired after a 41-year SP career.

Succeeding him is Lonnie M. Fox, asst. vice president-personnel since 1973.

Kenneth A. Wood, manager of special projects for the Labor Relations Department, has been appointed manager of personnel.

Ball, who attended the University of Arizona, Stanford University's Transportation Management Program and M.I.T.'s program for senior executives, spent more than 30 years in labor relations. He joined SP as a locomotive fireman on the Tucson Division in 1936, becoming an engineer six years later. After advancing through various posts, he was named asst. manager of personnel at San Francisco in 1947, and in 1964 became chief labor relations officer for SP and its various subsidiaries.

During the past 10 years, Ball has also taken part in national collective bargaining as an industry representative in the Western Carriers Conference Committee and the National Railway Labor Conference.

Fox joined SP as a fireman at Dunsmuir, Calif., in 1937, moving up through various Operating Dept. positions to become engineer-instructor and asst. road foreman of

engines. He became asst. manager of personnel in 1954 and served as first asst. manager of labor relations from 1969 to 1973. He attended Stanford University and has completed its Transportation Management Program.

Wood joined SP's Accounting Dept. at San Francisco in 1952, transferring to the Employment Dept. later that year. He became supervisor of employment in 1965 and joined the Labor Relations Dept. in 1967. He attended San Francisco State University, the University of California at Berkeley and the Harvard Graduate School of Business.

New Post for Williams; Sjostrand to Head BTR

John H. Williams, manager of SP's Bureau of Transportation Research since 1972, has been appointed asst. to vice president in charge of the newly created Office of Special Projects.

The new office will coordinate certain activities formerly assigned to the BTR, including the economic aspects of the Railroad Revitalization and Regulatory Reform Act of 1976, mergers, and other major regulatory cases.



T. H. SJOSTRAND

Succeeding Williams as manager of the BTR is Thor H. Sjostrand, asst. controller since 1974.

Williams received an M.B.A. from the University of Illinois in 1963 and joined SP upon graduation as a transportation analyst in the BTR. From 1965 to 1968 he was a brakeman, asst. trainmaster and trainmaster.

He left SP in 1968 to become a transportation specialist with the Federal Railroad Administration, returning to the railroad in 1972 as a special assistant. Later that year he was named manager of the BTR at San Francisco.

Sjostrand is a graduate of the University of Texas and has an M.S. degree in civil engineering from Stanford University. Prior to joining SP in 1950, he taught at San Diego State University. He served as asst. manager of the BTR, before being named asst. controller.

E. P. Ahern Advances

E. P. Ahern, asst. to vice president in the Executive Department at San Francisco since 1967, has been appointed asst. vice president, effective June 16.

Ahern joined the Company at San Francisco in 1935 after graduating with a B.S. degree from the University of San Francisco. He subsequently advanced through various positions in the Mechanical, Operating and Industrial Relations Departments.

Major Accounting Dept. Changes

Several important changes in the Accounting Dept. became effective recently.

D. C. Thompson, asst. controller, formerly in charge of Corporate Accounting, has been assigned to accounting development. His responsibilities will include analyzing and evaluating the impact of new accounting and financial reporting rules issued or proposed by outside agencies.

L. F. Peterson, manager of financial audits, has been named manager, Corporate Accounting. He will be responsible for the accounting for SP Company, including consolidating financial results and related re-

ports to management, shareholders and regulatory agencies.

G. P. Lindquist, group manager, accounting, has advanced to become group audit manager, with responsibility for financial and operational audits of rail and certain non-rail subsidiaries.

Thompson is a graduate of the University of Portland and a Certified Public Accountant. He joined SP in 1965 and was appointed asst. controller in 1973.

Peterson has B.S. and M.B.A. degrees from California State University, San Jose. Before joining SP in 1974, he spent several years in public accounting work.

Culbertson Retires

Dale L. Culbertson, manager of SP's Engine Service Training Center at Cerritos, Calif., has retired after 36 years with Southern Pacific.

Over the past eight years, Culbertson helped develop the training program at the Center. On July 30, the number of the school's graduates reached 1,278.

A native of South Dakota, Culbertson attended Yankton College there as a year later and has been presiding over the big General Office board — with its staff of 20 SP telephone operators — since 1954. The switchboard operates around the clock, 365 days a year. With more than 100 incoming trunk lines and 1600 jacks for General Office telephones, it is at the heart of the Company's 11,000-phone network, the largest private telephone system in the United States.

SWT Wins Safety Award

Southwestern Transportation Company, SP's truck line which operates in Cotton Belt territory, won first place for its 1976 safety record at the recent meeting of the



D. L. CULBERTSON

American Trucking Associations.

SWT was the winner in the ATA's "general commodities—intercity, 10 to 25 million miles" category. Pacific Motor Trucking Company placed third in the same category.

Mrs. Dyer Steps Down

Leona G. Dyer, chief telephone operator at San Francisco, has retired after a 34-year SP career.

Mrs. Dyer joined the Company in 1944 after her husband had gone off to war, starting as an operator on the midnight to 8 a.m. shift. She became asst. chief operator a year later and has been presiding over the big General Office board — with its staff of 20 SP telephone operators — since 1954.

The switchboard operates around the clock, 365 days a year. With more than 100 incoming trunk lines and 1600 jacks for General Office telephones, it is at the heart of the Company's 11,000-phone network, the largest private telephone system in the United States.

Succeeding Mrs. Dyer is Mrs. Rita Cherbonnier, formerly chief telephone operator at Houston.



MRS. L. G. DYER

Lindquist, a graduate of the Walsh Institute of Accountancy in Detroit, joined SP in 1965.

Other recent Accounting Dept. appointments include: S. C. Douglas and G. T. Stewart, to asst. group managers, accounting; Mrs. R. J. Bishop, to acting manager, rate accounting; D. D. Chute, to acting manager, equipment accounting; R. A. Finkes, to manager, divisions accounting; Miss D. A. Hernas, to acting manager, revenue services; J. D. Soares, to acting manager, general accounting; Mrs. D. M. Clair, to asst. manager, central collection accounting; H. J. Blood, to special assistant, corporate accounting; R. C. Klein, to special assistant, Internal Auditor's Office; and R. N. Wiley, to special assistant, corporate taxes.

SP and Energy Crunch (Concluded)

gestions they may have as to ways to save energy," he says. "These ideas may be sent to me in care of the *Bulletin*, and each one will receive careful consideration."

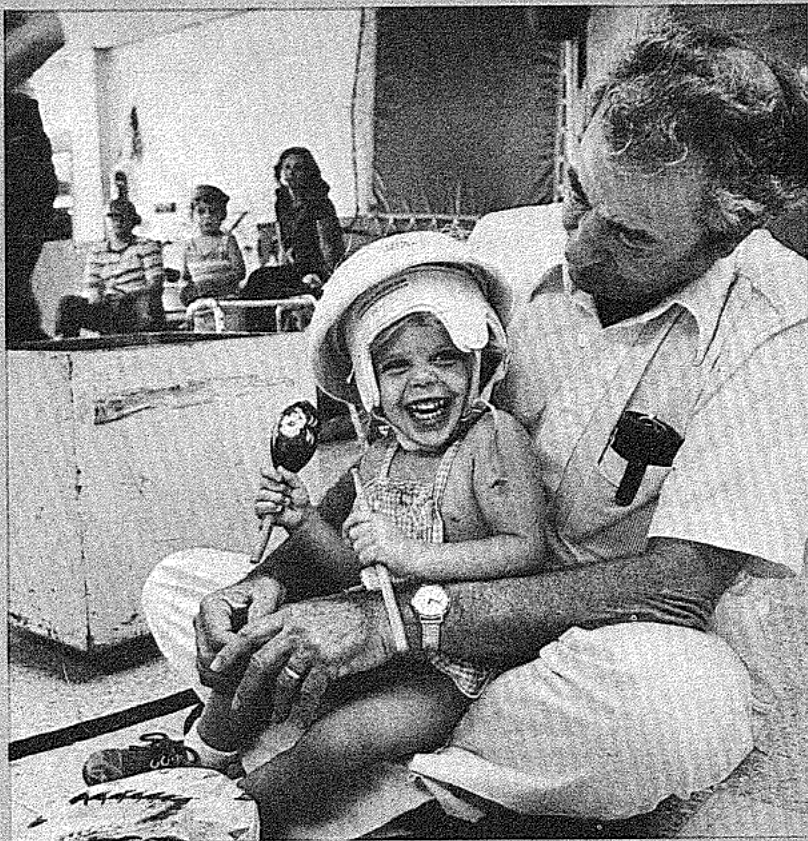
"The Company's efforts to save fuel and other forms of energy can only succeed with the full cooperation of employees," McNear states.

"Our people can help in a number of ways beyond what has already been discussed in this article," he says. "For example, by turning off lights whenever an office is vacant, by operating Company vehicles in ways that will reduce gasoline consumption, and by keeping energy conservation in mind in the performance of their day-to-day duties."

Off the job, too, he adds, employees can help save energy by using public transportation where it is available, by forming car pools, and by checking their homes for places where something can be done to prevent energy waste.

"In the long run," McNear says, "the more we can do to save energy and produce energy-efficient transportation, the greater the benefits we can obtain for ourselves and for our country."

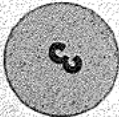
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**United Way Dollars
Help Kids Like Kim**

Visiting with Kim 3, at the Cerebral Palsy Foundation of Southern Arizona, one of the many agencies which receive funds from United Way of Tucson, is Dean Cook, local chairman for the Brotherhood of Locomotive Engineers in Tucson. Dean is a United Way contributor and his union — like all the others representing our people — cooperates fully with SP in supporting annual campaigns to aid the less fortunate. A story on this year's United Way drive appears on page 6.

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