

WESTERN PACIFIC

MILEPOSTS

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526 MISSION STREET

We approach the proposed merger of Western Pacific into a well structured system including Union Pacific and Missouri Pacific with increasing enthusiasm. We believe the accomplishment of the merger will assure our capabilities to meet successfully the present and foreseeable challenges facing the nation's railroads. We remain well aware of, and intend to be fully responsive to, the great interest of all personnel in the proceedings and the impact they will have on our individual and collective career opportunities.

At this early date, we are unavoidably engaged, at all levels, in the task of assembling the voluminous information that is essential to the preparation of the formal application. Although an unenviable task, its proper completion will prove of inestimable value in assuring a successful and timely result.

Under current law, the Interstate Commerce Commission must handle merger applications within prescribed time limits, and a final decision must be rendered within 30 months after the application is accepted. Under such circumstances, you can appreciate the importance of the time and effort being dedicated to the gathering and evaluation of the total, detailed information to be included in the application.

As Western Pacific's president, Mr. Flannery, has earlier advised all personnel, we will continue to apprise all employees of significant developments in the merger process. We are also beginning with this issue of Mileposts a series designed to assist our employee team in gaining some insight into the nature of the fine organization that will make up the new system. As the series moves forward, we believe you will gain an increasing awareness of the basic reasons for the conviction that the proposed new system will be extremely beneficial to our employee team and those reliant upon our transportation services.

Walter G. Treanor
Senior Vice President-Law

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railroads. A look at both the history of Union Pacific and UP today.

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Cover: Western Pacific unit leads Union Pacific pooled power and COFC past BN 137 at Kramm, Calif.

Back Cover: Map depicts the routes of Union Pacific, Missouri Pacific and Western Pacific railroads.

WESTERN PACIFIC MILEPOSTS VOLUME 32 NUMBER 1

Jack Burke, Editor



After the last spike had been ceremoniously driven at Promontory, Utah, on May 10, 1869, the locomotives of the Union Pacific (No. 119, on the right) and the Central Pacific (the Jupiter, on the left) were moved forward until their pilots touched and were then christened with bottles of wine. Shaking hands in the center are the chief engineer of the Union Pacific, Grenville M. Dodge (on the right), and his Central Pacific counterpart, Samuel S. Montague. This photo, by A.J. Russell, is from the Union Pacific Railroad Museum collection.

A LOOK AT UNION PACIFIC: YESTERDAY AND TODAY

Union Pacific's history is closely entwined with the history of the American West—and with the history of Western Pacific.

"Done!"

With that simple message a telegrapher in Promontory, Utah, signaled the world that a monumental undertaking—the linking by railroad of the two coasts of the United States—had been completed at precisely 12:47 p.m. on May 10, 1869.

The Union Pacific Railroad, building westward from Omaha, Neb., and the Central Pacific, working east from Sacramento, Calif., had succeeded in uniting the population centers of the Eastern United States with the newly found and newly appreciated richness of resources in the West. The completion of the first transcontinental rail link opened an era of unprecedented, if occasionally interrupted, economic growth. The railroad provided the necessary means and impetus for the settling of vast expanses of North America, and literally shaped the United States in a myriad of ways that are still visible today.

For some years prior to the commencement of construction on the nation's first transcontinental railroad, debate had raged over the route that the railroad would take. Northern and Southern interests both propounded reasons for the routing of the railroad through their respective regions. The outbreak of the Civil War ended the debate, and Congress passed the Pacific Railroad Act in 1862. This act, which chartered the Union Pacific Railroad, was the first in a series of legislative measures that would be passed covering items ranging from the financing of the new railroad to its gauge.

Ground was broken for construction of the railroad on Dec. 2, 1863, at Omaha, but because of difficulties in obtaining capital and labor during the Civil War, serious building did not begin until July 10, 1865, when the first rail was laid at the same spot.

General Grenville M. Dodge, who claimed that it was he who had convinced President Abraham Lincoln to fix the starting point of the Union Pacific at the sleepy Missouri River settlement of Omaha, oversaw construction in his role of chief engineer of the Union Pacific. Many of Dodge's men, whose ranks swelled to 10,000 during construction, were Civil War veterans lured to the West by the promise of adventure and employment, neither of which were

readily available in the East.

Work on the line progressed in stages: Survey parties would first lay out the line. They were followed by graders who leveled hills, filled valleys, blasted tunnels, and strung bridges. Finally, came the track layers installing rough-hewn ties and iron rails.

Union Pacific completed 40 miles of track in 1865, and an additional 260 miles of track the following year. Several events were to spur construction in subsequent years.

In 1867, the building of the Chicago and North Western to Council Bluffs, Iowa, across the Missouri River from Omaha, was completed, thus giving Union Pacific a rail link to the East that was a better means of transport for the iron rail and fixtures and other materials needed in construction, all of which had previously been moved west by boat or horse-drawn wagon.

The year 1867 also brought a degree of peace to internal squabbles among some of the chief backers of the railroad's construction—Thomas C. Durant, on the one hand, and the Ames brothers, Oakes and Oliver, on the other. Friction between Durant, an early speculative backer of the railroad and the Ames brothers, Massachusetts manufacturers who began to take an interest in Union Pacific in 1865, had slowed construction, but the disagreement was apparently settled in a fashion more agreeable to the Ameses than to Durant.

A third factor that spurred construction in 1867 and the following two years was the progress of the Central Pacific. The meeting point of the two railroads had never been firmly established by Congress. By the winter of 1867-8, when the Union Pacific had built as far as Cheyenne, Wyo., the UP and the Central Pacific were engaged in a race to see which of the two would build further to capture more territory.

During 1868, Union Pacific crews completed 425 miles of track. Despite the hazards of winter, work was continued through the last months of 1868 and on into 1869. During the first four months of 1869, another 125 miles of track were completed by Union Pacific.

Were it not for Congress stepping in to establish Promontory as the official meeting place of the two roads, competing, and sometimes battling, grading crews might have continued working side-by-side on their respective rights-of-way, as they had done for some 100 miles.

While the joining of the railroads was accomplished amid great ceremony and was heralded from coast to coast, the euphoria of May 10, 1869 was shortlived.

An economic downturn in the 1870's depressed the price of Union Pacific stock to such an extent that financier Jay Gould was able to acquire the railroad. While Gould was soon to find it profitable to dispose of his interest in Union Pacific, he and his family were to play a role in the affairs of the Union Pacific for the next 40 years. Among the more noteworthy results of the Gould family struggles with Union Pacific was, of course, the construction of the Western Pacific.

Gould also managed to acquire large blocks of stock in the Kansas Pacific and the Denver Pacific, roads which had been completed by 1870, and which, together with a number of other Western roads, in which Gould purchased a controlling interest, could offer competition to the Union Pacific's mainline. Gould thus managed to force Union Pacific to consolidate the Union Pacific, Kansas Pacific and Denver Pacific railroads under terms that resulted in substantial escalation in the value of his stock in the latter two railroads.

While Gould gradually sold off his interest in the Kansas Pacific and the Denver Pacific, he retained his holdings in several of the roads he had purchased to force Union Pacific's hand. Chief among the railroads in which Gould maintained an interest was the Missouri Pacific, the railroad that became the centerpiece of his "Southwest System."

Shortly before his death in 1892, Gould again gained control of the Union Pacific. At this time, the railroad, just three years after completing a link to the Pacific Northwest, was in the initial stages of constructing a line to Southern California. Gould, sensing economic troubles, brought construction to a halt on the debt-ridden Union Pacific in late 1890. Early the next year, Union Pacific's railroad construction department was abolished, and its head, chief engineer Virgil Bogue, laid off. Ironically, Bogue later would become chief engineer on the Western Pacific when WP was built under the clandestine sponsorship of Jay Gould's son George.

Union Pacific was to fall into receivership in 1893, only to emerge five years later in the control of Edward H. Harriman, a railroader of considerable foresight who both by purchase and by building added considerably to Union Pacific mileage and who invested heavily in reducing grades on the Union Pacific, straightening curves, and strengthening bridges. Harriman also extended his control to other railroads, most importantly purchasing control of the Central Pacific and Southern Pacific in 1901.

Harriman control of the Central Pacific and the Southern Pacific effectively blocked the Gould roads from the Pacific, and forced the

Gould interests to build the Western Pacific.

Shortly after Harriman's death in 1909, the Supreme Court forced the dissolution of the joint ownership of Union Pacific and Central Pacific-Southern Pacific. The Harriman influence on the Union Pacific continued, however, with E.H. Harriman's two sons, W. Averell and E. Roland, both later serving as chairman of the railroad.

Union Pacific Today

The Union Pacific Corporation, a holding company formed in 1969, includes among its subsidiaries not only the Union Pacific Railroad, but also subsidiaries that are active in the fields of coal and mineral mining; petroleum production, refining and exploration; and real estate and industrial development. (More on these sister subsidiaries in future issues of Mileposts.)

Union Pacific Railroad is today a 9,700 mile railroad connecting the Midwest with the Pacific ports of Los Angeles and Long Beach, Calif.; Portland, Ore.; Seattle and Tacoma, Wash.; and others. Union Pacific operates in a total of 13 Western states, including the three states—California, Nevada, and Utah—served by Western Pacific.

Union Pacific Railroad's headquarters are in Omaha, Neb., a city which the railroad helped to nurture from the sleepy river settlement of General Dodge's day to the center of a metropolitan area that now boasts a population of 500,000.

All told, 29,000 employees keep Union Pacific Railroad humming at a pace that moved a record 74 billion ton-miles of freight over UP lines in 1979. Union Pacific's average haul is 711 miles, the longest of any U.S. railroad by a wide margin.

Union Pacific's car fleet numbers 69,274. Of the railroad's 1,589 locomotives, 390 units were acquired within the last three years. In 1979 alone, Union Pacific invested a record \$217.6 million in rolling stock, acquiring 180 locomotives and 2,296 freight cars.

Union Pacific has long been considered an industry leader in track maintenance. In 1979, the railroad expended \$247.5 million maintaining its right-of-way, and, in the process, installed 1,056,000 cross-ties and 668 miles of rail, 276 miles of which were

Right

Union Pacific's 6600 horsepower locomotive #6927, an EMD DD40X, leads three-unit consist and piggyback train on Sherman Hill, Wyo. Union Pacific has 1,589 units in its locomotive fleet, 390 of which were added in just the last three years.





A Union Pacific freight train passes a track gang working near Neals, Utah. During 1979, UP spent \$247.5 million maintaining its 9,700 mile rail system.



A Union Pacific train loading coal at Medicine Bow mine in Wyoming. UP anticipates its coal traffic will grow to 30 million tons in 1980.



Union Pacific's North Platte, Neb. yard, the largest classification yard in the world, has a capacity to dispatch 50,000 tons of freight each day.

continuous-welded rail.

Union Pacific has just begun dispatching trains of up to 150 cars from its \$40.5 million automated classification yard in North Platte, Neb. Together, the east-west facilities of the North Platte yard comprise the largest classification yard in the world, one with the capacity to dispatch 50,000 tons of freight each day.

The North Platte yard—other major UP classifications yards are at Hinkle, Ore.; Pocatello, Idaho; and Los Angeles—is on UP's Nebraska-Wyoming mainline, itself one of the busiest stretches of track in the free world. The capacity of this double track line was recently enhanced with the completion of the installation of 146 miles of centralized-traffic-control on the Archer, Wyo. to North Platte portion of the line. This installation brings to 3,123 the number of miles of track UP has under CTC.

Growing traffic necessitates such improvements and such ex-

penditures for motive power, freight cars and track. And from all appearances, Union Pacific traffic will continue to grow.

Union Pacific began moving unit grain trains to West Coast ports at a rate of one train a month in 1975. Last year, the railroad carried an average of three unit grain trains to the Pacific each day. Union Pacific is now adding wheat to the list of grains moving westward in unit trains, and is confident of continued growth in all grain traffic.

Coal is another commodity that UP expects to be moving more in the future. Contracts to haul increasing production from mines in Southern Wyoming should boost UP's coal traffic to over 30 million tons in 1980. Even greater growth in coal traffic is possible as the nation shifts to coal as a source of energy.

The other major commodities moved by Union Pacific include soda ash and chemicals, food products, forest products, and motor vehicles and parts. ☑

NEWS



Mr. Whitman

FORMER PRESIDENT WHITMAN SUCCUMBS AT 83

Frederic B. Whitman, who served as president of the Western Railroad Company from 1949 until 1965, died April 30, 1980, in Oakland, Calif. He was 83.

Mr. Whitman was the eighth president of Western Pacific. His term in that office, the second longest of any WP president, included the years of the early 1960's when the Southern Pacific and Santa Fe railroads battled for control of the Western Pacific, a regulatory struggle that ended with a ruling that Western Pacific should at that time continue as an independent railroad.

Mr. Whitman was graduated in 1919 from Harvard College in his native Cambridge, Mass., and later received a master's degree in business administration from the Harvard Business School.

Mr. Whitman's railroad career began with the Chicago, Burlington & Quincy, where he worked his way from trainman to western division supervisor. He joined Western Pacific following World War II as executive vice president. Following his 1965 retirement, he remained on the company's board of directors for four years.

Mr. Whitman served as a director of the Federal Reserve Bank in San Francisco, and was a member of Bohemian, Pacific Union and Harvard clubs. He was also an overseer of Harvard University.

He is survived by his wife, Gertrude, of Oakland, two children and six grandchildren. ☐

McNEILL CONCLUDES 42-YEAR WP CAREER

Bruce L. McNeill, Jr., Western Pacific's engineer-signals and communications since 1966, retired from Western Pacific April 30, 1980, after more than 42 years with the company.

McNeill, who first joined Western Pacific as a chainman on a field engineering crew in 1938, interrupted his WP service for four years of duty in the U.S. Army from 1942 to 1946. During his Army years, McNeill taught communications and radar, and gunnery fire control.

He returned to the railroad in 1946 as a train dispatcher, and moved to the signal department two years later as an assistant signalman. He advanced steadily through such positions as signalman, lead signalman, signal draftsman, junior assistant engineer, senior assistant engineer, office engineer, assistant signal engineer and signal engineer before assuming the duties of engineer-signals and communications.

McNeill and his wife will make their home in Clipper Mills, Calif., in a house that they have constructed over the past eight years. He also plans to pursue experimentation in electronics. ☐

ELKO BAND PLAYS COAST TO COAST

During the course of just the last few months of 1979, the Elko High School Band performed on both the East and West Coasts, and thanks to network television, was even seen from coast to coast.

The band—130 strong complemented by a 25 member drill team and including many a son, daughter, niece, or nephew, of Western Pacific employees—made its West Coast appearance in San Francisco's Candlestick Park prior to a National Football League game between the hometown '49ers and Seattle on October 7.

Later in the fall, the band made its New York City debut by marching in the Macy's Thanksgiving Day parade.

To further add to the Elko High Band's show biz reputation, its trip to New York was in part made possible by and was part of Universal Studios' promotion for its movie *1941*.

During the parade, the band performed such 1940's tunes as *In the Mood*, *Serenade in Blue*, *The Conga*, *Boogie-Woogie Bugle Boy*, *Don't Get Around Much Anymore*, and *How High the Moon*.

Special uniforms consistent with the '40s theme were also worn for the parade by the band's twirlers and the drill team, the former appearing in WAC uniforms, the latter in the saddle shoes, wool skirts, V-neck sweaters and hairdos of the 1940s.

The Elko band's performance in the Macy's parade was all the more laudable for the band had only five weeks to learn the extensive number of 1940's tunes to be played and the accompanying choreography.

As the band's director, Mr. Walt Lovell, explains, the invitation to appear in the parade was extended by Macy's last summer, but the considerable cost, close to \$90,000, of transporting and housing the band had seemingly ruled out an appearance until 1980. That



The Elko High School Band marches in Elko last fall shortly before appearances in San Francisco's Candlestick Park and on Broadway in New York.

was until Universal Studios offered to provide the band with roughly two-thirds of the funding necessary for the trip—and with a theme for the band's performance.

According to Mr. Lovell, the remainder of the necessary funding was raised through contributions from local groups, businesses, and individuals in little more than two weeks, just one sign of the community support regularly accorded the band. (A contribution of \$200 was even made by the high school band in Wells, Nev.)

Assistance in preparation for the New York performance was provided by a choreographer and a producer from the NBC Network, which televised the parade, by Macy's parade co-ordinator, and by a representative of Universal, all of whom visited Elko.

That preparation paid off in what director Lovell says was twice as much time on national TV as any other band in the parade.

Naturally, the band did more in New York than march. Band members and chaperones packed as much of New York—from the Statue of Liberty to a Broadway show—into a four day trip as possible.

While 1979 was certainly a banner year for the Elko band—nicknamed the Band of Indians—the San Francisco and New York trips were not the band's first major appearances. The band marched in the 1973 Presidential Inaugural Parade in Washington, D.C., and in 1960, played at the Winter Olympics in Squaw Valley, Calif.

Participation in band activities at Elko High is definitely encouraged and enjoyed—as evidenced by the fact that the 155 members of the band are drawn from a total student body of slightly over 700.

Instruction in the playing of musical instruments in Elko begins well before students reach high school with students first becoming eligible for such training while they are in sixth grade.

The high school band itself practices every day and an extra two hours on Wednesday evenings. The band regularly performs at home football games, the county fair and a myriad of other events in the Elko area.

Following the football season, the 130 band members play in smaller ensembles, but during the course of a year, director Lovell says, each musician will learn and play a repertoire of 100 pieces that range from classical to jazz.

The long practices and dedication that the members of the Band of Indians put into their music pay off in ways other than trips to New York: 11 senior members of the band who were graduated from Elko High last year went on to such colleges as the University of Nevada at Reno, Utah State, Idaho State, the University of Idaho, and the University of Southern California on *band scholarships*. ☑

HUNTER WINS ALUMNI ACCOLADE

Gary V. Hunter, Western Pacific trainmaster at Fremont, Calif., has been selected San Francisco State University's MBA Alumnus of the Year for 1980.

Hunter received the award at an April 19 dinner attended by more than 100 guests and members of the Masters of Business Administration Association of San Francisco State.

Hunter, 25, was named alumnus of the year for his success in management and "because he has been an inspiration to current students," according to James L. Southam, associate professor of quantitative methods at San Francisco State. The award, the first to be given by the MBA Association at S.F. State, is expected to become an annual tradition at the college.

A recipient of a B.A. in business administration with an emphasis in real estate and transportation from S.F. State, Hunter continued his studies at the university, winning his MBA in 1979.

Hunter began his Western Pacific career in 1976 as assistant trainmaster-agent in Oakland. In 1977, he became a trainmaster in Oakland, where he remained until his move to Fremont in 1979. ☑



Gary V. Hunter (center), WP trainmaster at Fremont, holds plaque naming him San Francisco State University's MBA Alumnus of the Year. With him (left to right) are SFSU School of Business dean Arthur Cunningham; D'Anne Quinton, president of school's MBA Association; M.C. McManus, assistant Western Division superintendent; and Richard S. Nelson, professor of marketing and transportation, San Francisco State.

SERVICE AWARDS

10 YEARS

J. S. Craven, carpenter, Keddie
D. J. Hutchinson, water service maintenance, Keddie
R. A. Pakiser, conductor, Oakland
J. L. Quinones, carman, Stockton
C. E. Leatherman, clerk, Sacto.
J. C. Reith, machinist, Oroville
W. J. Brys, foreman, Elko
M. R. Crumpacker, clerk, Portola
E. A. Valentin, clerk-car accounting, S. F.
E. J. Wood, switchman, Portola
G. E. Steveson, programmer/analyst, S. F.
E. Thomas, engineer, Portola
D. R. Korn, clerk-revenue accounting, S. F.
W. Skiles, welder, Oroville
R. E. Anderson, brakeman, Stockton
G. Dacosta, assistant chief investigator-freight claims, S. F.
E. Chew, mail clerk-management services, S. F.
W. T. Jang, auditor, S. F.
M. R. Smith, clerk, Stockton
R. C. Arauza, brakeman, Portola
R. L. Carter, carman helper, Stockton
B. G. Sinor, transportation supervisor, Stockton
G. L. Boles, carman, Stockton
R. E. Frager, track design engineer, S. F.
B. A. Adams, personnel officer, S. F.
D. L. McNearney, clerk, Stockton
C. D. Hein, Jr., conductor, Portola
R. C. Hansen, clerk, Sacto.
M. K. Griffith, clerk-accounting, S. F.
D. R. Darr, lineman, Keddie
M. E. Muceus, brakeman, Portola
C. M. Dunn, clerk, Portola
F. Ho, clerk-accounting, S. F.
K. M. Rose, switchman, Oakland
R. N. Gutierrez, machine operator, Winnemucca
D. B. Terrill, brakeman, Salt Lake City
R. D. Barker, brakeman, Oroville
R. E. Patton, Jr., clerk, Stockton
R. C. Young, brakeman, Milpitas
W. L. O'Brien, car foreman, Elko
A. G. Slade, car foreman, Sacto.
E. Alejandro, machinist, Stockton
D. E. Castellon, clerk, Stockton
S. C. Hull, clerk-operating, S. F.
T. A. Reichenbach, clerk, Oroville
R. D. Banta, brakeman, Oroville
R. C. Emery, roadmaster, Winnemucca
B. G. Ramey, shift boss, Keddie
M. D. Wright, brakeman, Elko
K. H. Barnes, yardmaster, Sacto.
J. B. Ferguson, Jr., brakeman/conductor, Portola
A. R. Rutter, carman, Oakland
S. M. Dow, clerk, Milpitas
L. M. Phillips, brakeman, Stockton
W. T. Sheahan, engineer, Portola
S. H. Siler, brakeman, Portola
L. K. Lythgoe, brakeman, Stockton
R. W. Shore, secretary, executive office, S. F.
J. W. Reed, machinist, Stockton
B. A. Denson, brakeman, Stockton
R. McKay, brakeman, Portola
R. M. Wallis, brakeman/conductor, Fremont
M. C. Wolicki, brakeman/conductor, Elko
L. H. Betzer, hostler helper, Oroville
D. W. Prisser, engineer, Salt Lake City
P. S. Opal, laborer, Yuba City
J. R. Garjo, brakeman, Winnemucca
R. J. Coyle, engineer, Oroville
M. D. Murphy, engineer, Elko
J. L. Valentine, engineer, Stockton
L. W. Stauffer, conductor, Salt Lake City
E. Christian, machinist, Stockton
D. E. Robblee, engineer, Portola
C. C. Garcia, laborer, Oroville
M. C. Herrera, laborer, Yuba City
B. G. Coulter, engineer, Salt Lake City
W. A. Hill, trainmaster, Fremont
H. K. Nelson, Jr., conductor, Portola
T. J. Quinn, clerk, Oakland
L. Portillo, deckhand, Oakland
W. E. Spencer, clerk-accounting, S. F.
R. Marin, foreman, Elko
R. C. Ganassin, clerk, Oakland
A. G. Elmore, brakeman/conductor, Elko
R. E. Porter, brakeman, Oroville
L. Price, track laborer, Oakland
D. P. Stokes, brakeman, Oroville
B. J. Dyer, systems analyst-management services, S. F.
L. W. Kirby, brakeman, Fremont
W. K. Matsuda, carman, Sacto.
C. Bozeman, equipment operator, Keddie
R. S. Woods, brakeman, Elko
J. M. Dunn, division engineer, Sacto.
J. S. Chang, clerk-revenue, S. F.
D. M. Quigley, brakeman, Winnemucca
C. W. Goodrich, brakeman, Oakland
A. M. Nelson, conductor, Stockton
J. F. Ward, switchman, Stockton
D. J. Hilden, electrician, Stockton
R. F. Johnston, brakeman, Portola
M. D. Schooler, signal maintenance, Stockton
G. F. Jennings, brakeman/conductor, Sacto.
R. N. Crooch, engineer-Sacramento Northern, Sacto.
R. Harris, sheet metal worker, Stockton
G. S. Thomas, engineer, Salt Lake City
T. C. Kimbrough, switchman, Sacto.
R. T. Price, shop superintendent, Sacto.
M. G. Castaneda, spot tamper operator, Elko
C. T. Clark, trainmaster, Modesto
J. R. Bunce, engineer, Oroville
G. L. Ormond, engineer, Stockton
A. H. Zambrano, track laborer, Yuba City
E. L. Ewoldt, clerk, Stockton
G. F. Pirtle, engineer, Salt Lake City
A. D. Espos, clerk-disbursements, S. F.
S. G. Blake, machinist, Stockton
R. R. Campbell, terminal car supervisor, Stockton
R. E. Powell, conductor, Portola
B. L. Hupman, clerk, Milpitas
J. B. Kauffman, switchman, Sacto.
J. O. Harris, machinist, Stockton
F. M. Hubbard, clerk, S. F.
M. J. Dong, keypunch operator, S. F.
C. W. Skow, conductor, Portola
F. E. Jones, sheetmetal worker, Stockton
H. P. Jones, engineer, Sacto.
R. H. Cox, machinist, Stockton
B. B. Jarvis, clerk, Fremont
L. K. Wakefield, clerk-revenue accounting, S. F.
E. L. Weeks, electrician, Stockton
C. E. Splawn, brakeman, Stockton
R. B. Washburn, brakeman/conductor, Modesto
D. F. Spinner, machinist, Stockton
R. B. Ozment, engineer, Salt Lake City
H. M. Stowell, lineman, Keddie
C. Y. Gordon, chief clerk-operating, S. F.
W. F. White, electrician, Stockton
F. E. Driscoll, carman, Stockton
P. F. Guglielmino, clerk, Oakland
B. E. Simmons, trainmaster, Oroville
A. E. Thompson, chief timekeeper-operating, S. F.
P. F. Brossia, chief clerk-treasury, S. F.
R. G. Williams, Jr., clerk, Oakland

E. Lowe, assistant roadmaster, Oakland
G. H. Dahlstrom, clerk, Salt Lake City
W. H. Knight, engineer, Salt Lake City
J. B. Chapman, machinist, Sacto.
J. F. Jones, brakeman/conductor, Elko
T. W. Gabiola, brakeman/conductor, Winnemucca
R. K. Pulliam, carman, Sacto.
J. L. Wickman, electrician, Stockton
E. G. York, sheet metal worker, Stockton
W. F. Housel, section foreman, Keddle
J. B. Mesa, machinist, Stockton
J. L. Brown, carman, Stockton
J. L. Knox, brakeman, Portola
B. M. Bonner, signalman, Stockton
J. R. Bailey, engineer, Portola
J. Kiser, engineer, Keddle
J. J. Cox, brakeman, Oroville
M. G. Nally, brakeman/conductor, Stockton
N. B. Moss, car foreman, Sacto.
P. E. Morrison, engineer, Portola

15 YEARS

C. F. King, carman, Sacto.
D. F. Matthews, chief clerk, Burmester
J. T. Hilgedick, manager, pricing services-
transcontinental, S. F.
R. J. Topham, assistant to manager, revenue
accounting, S. F.
D. B. Jennings, manager, purchasing and materials,
S. F.
J. M. Glisan, carman, Sacto.
P. Norgaard, manager, marketing services, Sacto.
E. L. Nay, lineman, Portola
G. E. Skillicorn, engineer, Sacto.
P. E. Gage, marketing services representative,
Stockton
R. H. Tims, cost and budget analyst, S. F.
D. J. Morrison, track laborer, Oroville
D. J. Kyes, switchman, Stockton
T. Valdez, Jr., machine operator, Elko
P. A. Gordenev, clerk-disbursements, S. F.
J. W. Ricketts, clerk, Stockton
M. G. Nelson, switchman, South Sacto.
D. J. Morretti, clerk-revenue accounting, S. F.
W. J. Burnside, manager-data quality control
management services, S. F.
R. L. Radcliff, boilermaker, Stockton
R. Olmedo, switchman, Oakland
M. R. Anderson, clerk-accounting, S. F.
S. E. Germain, carman, Milpitas
D. J. Reynolds, machinist, Sacto.
F. Benghiat, clerk-marketing, S. F.
L. P. Arteaga, section foreman, Sacto.
C. D. Grimshaw, brakeman/conductor, Sacto.
G. H. Shelton, machinist, Stockton
J. C. Maldonado, laborer, Sacto.
J. W. Rickman, Jr., conductor, Stockton
F. C. Switzer, brakeman-Sacramento Northern, Sacto.
G. R. Groves, assistant division engineer, Elko
H. J. Haber, carman, Elko
B. G. Hoobler, backhoe operator, Sacto.
R. C. Ross, machinist, Stockton
D. L. Wells, telegrapher, Stockton
D. W. Harris, Jr. carman/welder, Sacto.
F. Sochoritis, electrician, Keddle
J. S. Languell, switchman, Stockton
W. P. Gurgurich, Jr., assistant manager- marketing
services, New York
J. B. Moore, machine operator, Portola
L. J. Lund, clerk, Oakland

R. J. Harleton, machine operator, Portola
R. Rauschmeier, clearance engineer, S. F.
J. A. Wilson, machinist, Stockton
J. A. Parks, carman, Sacto.
J. A. Pettit, brakeman, Stockton
F. C. Jordan, lineman, Wendover
M. A. Quinn, engineer, Oroville
J. A. Santos, foreman, Salt Lake City

20 YEARS

F. G. Burgos, laborer, Oakland
D. A. Menicucci, brakeman, Elko
J. J. Elges, engineer, Winnemucca
R. K. Elges, engineer, Winnemucca
D. L. Baumgardner, engineer, Reno
D. C. Roberts, clerk, Portola
G. O. Wilson, brakeman, Salt Lake City
G. M. McGarr, conductor, Sacto.
K. E. Niemeyer, switchman, Stockton
M. O. Williams, brakeman, Elko
A. V. Domingo, brakeman, Elko
B. J. Morris, conductor, Stockton
J. A. Branson, brakeman/conductor, Milpitas/San Jose
W. H. Day, brakeman, Keddle
G. R. Thompson, conductor, Salt Lake City
R. G. Holferty, conductor/brakeman, Salt Lake City
H. J. Jester, marketing services representative, St. Louis
R. B. Kenney, engineer, Keddle
J. R. Lewis, engineer-Sacramento Northern, Sacto.
D. W. Olsen, brakeman, Portola
B. I. Long, clerk, Sacto.
H. A. Hayes, brakeman, Portola
D. D. Dali, engineer-roadway material & operations,
Oroville
M. L. Sasser, chief clerk-personnel, S. F.
K. J. Hunderman, conductor, Oroville
M. O. Thomas, conductor, Salt Lake City
B. J. Fithian, engineer, Modesto
R. L. Poitras, assistant trainmaster-agent, Yuba City
R. J. Barker, switchman, Sacto.
J. H. Drake, switchman, Sacto.
B. B. Nix, secretary-engineering, S. F.
R. M. McCormick, telegrapher, Portola
A. G. Seals, conductor, Oroville
A. Kinicki, director-rules and safety, S. F.
G. R. Green, director-economics and cost analysis, S. F.
L. E. Wells, clerk, San Jose
P. R. McElheney, assistant vice president, marketing
services, Chicago
D. F. Morelli, clerk, Sacto.

25 YEARS

W. M. Lake, communications maintainer, Keddle
J. D. Yonan, brakeman/conductor, Stockton
B. R. Graves, clerk, Yuba City
S. R. Dinkel, manager-marketing services, Seattle
E. B. Dick, rate analyst-marketing, S. F.
M. J. Makuck, switchman, Fremont
P. Atwood, clerk-accounting, S. F.
R. R. Grajeda, laborer, Milpitas
W. N. Meyers, brakeman/conductor, Stockton
L. E. Burns, clerk-freight claims, S. F.
R. C. Clark, brakeman/conductor, Stockton
J. E. Brennan, clerk, Oroville
E. L. Hanway, conductor, Stockton
B. Zumaran, carman, Milpitas
P. M. Roney, brakeman/conductor, Portola
R. P. McCarthy, division trainmaster, Portola
R. Anaya, track laborer, Milpitas

30 YEARS

B. L. Burris, switchman, Oroville
O. C. Lewis, signal foreman, Stockton
R. F. Johnson, senior marketing services representative,
Milwaukee
R. A. Groves, marketing services representative, Seattle
W. R. Benedict, division lineman, Keddle
F. E. McKinnon, cost engineer-operating, S. F.
S. V. Lyons, clerk-marketing services, Oakland
R. D. Hanson, clerk-revenue accounting, S. F.
J. W. Lassiter, carpenter, Oroville
A. M. Ynostroza, track laborer, S. F.
J. Franco, track laborer, Sacto.
E. Smiraido, engineer, Winnemucca
H. J. Berg, brakeman/conductor, Portola
R. F. Carter, electrical engineer, S. F.
L. L. Lawson, signal maintainer, Keddle
H. F. Simon, signalman, Sacto.
G. W. Vichich, clerk, S. F.
A. J. Norgaard, clerk, Winnemucca
R. R. Gifford, project engineer-signals, S. F.
M. J. Etchemendy, engineer, Elko
D. W. Beck, brakeman, Elko
G. C. Beck, roadmaster, Wendover
R. F. Mumphy, laborer, Oakland
L. W. Chamberlin, carman, Sacto.
G. S. Mancha, track rider, Elko
L. C. McDonald, carman, Stockton
E. E. Wright, conductor, Elko
D. D. Stahl, signal maintainer, Portola
J. T. Chavez, welder's helper, Stockton
G. Aguirre, Jr., engineer, Elko

35 YEARS

H. H. Singh, clerk, San Jose
H. G. Birdsall, Jr., conductor, Salt Lake City
F. J. Emerick, TCS maintainer, Oroville
B. J. Hill, clerk, Oakland
M. C. Bischoff, general bookkeeper-accounting, S. F.
M. J. Hyland, accountant-treasury, S. F.
E. R. Borg, section stockman, Sacto.
R. L. Hussey, engineer, Portola
B. M. O'Connell, rate clerk, S. F.
T. L. Mueller, secretary to superintendent, Elko
J. Spillman, clerk, Milpitas
L. Arano, carman, Elko
L. F. Zatarain, clerk, S. F.
C. L. Otis, engineer, Fremont
J. M. Sorenson, clerk, Oakland
M. H. Naisbitt, clerk, S. F.

40 YEARS

G. J. Welch, manager-revenue accounting, S. F.
S. H. Retallic, machinist, Sacto.
S. Glatt, director-customer services, S. F.
M. T. Pantalone, diesel foreman, Sacto.
R. J. Joyce, conductor, Portola
J. M. Reed, chief clerk, Oroville

45 YEARS

R. A. Retallic, machinist, Sacto.

Recipients of Service Awards during the year 1979 are listed in the approximate order of the date on which they entered service.

RETIREMENTS

R. M. Beard
Herbert J. Berg
Joseph E. Bramse
Bert G. Brown
Frank Buckholtz
Damaso G. Cartagena
John W. Cassidy
Edward Christian
Robert J. Clement
A. E. Colen, Jr.
Victoriano M. Diaz
Albert B. Deciero
Jesse H. Drake
Everett E. England
Edward E. Evers
John E. Fisher
Leon Frackowick
Robert J. Haney
F. D. Hillyer
Clovis G. Holmes
Robert L. Holt
Jahlell M. Jackson
Albert G. Jarmon
Fred W. Johnston
Rulen Jones
V. L. Kimball
Jay R. Kump
Roy O. Langston
L. J. Libro
Sidney Love
Charles H. Mathews
Lyle C. McDonald
Marvin A. McLain
James F. McNabb
Bruce L. McNeill
Evan L. Nielson
Gordon G. Phelps
Lowell I. Pitcher
Leonard C. Ramsey
Joseph M. Reed
H. K. Reese
Walter J. Richard
Thomas A. Riggs
Maclobio C. Salaz
Reinhold Schmidt
George H. Shelton
Russel C. Shoemaker
Harry F. Simon
W. L. Spillman
Ruth A. Stone
Lee E. Thomas
Robert H. Unwin
Eugene Valerio
Carl E. Van Allen
Charles W. Wilkins
Roy H. Wright

IN MEMORIAM

Mileposts wishes to record the deaths of the following active and retired Western Pacific employees and to extend condolences to their families and friends:

Frank Aiello
Anna B. Albrecht
Wilmer R. Andersen
Froilan Arenas
Fred C. Armstrong
Frank Augait
William J. Bargiotis
Frederick A. Bates
Herbert C. Bentz
Charles R. Bliss

Howell E. Booker
Ralph Q. Borgen
Clarence S. Bromell
Harold Lean Callahan
John Paul Carroll
Gabriel Castro
James D. Cehand
John F. Christie
John W. Clark
Harold Clausen
Douglas Cole
Foy W. Cole
John P. Conger
George S. Coope
David H. Copenhagen
Thomas W. Curley
Oliver L. Denman
Blanche C. Dewey
James E. Dowdy
V. E. Emerson
Clarence Finch
Vernon A. Foster
Glade E. Gessell
Harvey L. Griffin
Thomas F. Griffiths
Clarence H. Halverson
Lester A. Henry
Jose Hernandez
Charles L. Higley
Robert L. Holt
Seth P. Joder
Alfred E. Johns
Paul H. Jones
S. Karamanos
Moroni L. Kizer
Horace F. Latona
William B. Lewis
Robert L. Loggins
Robert C. Marlin
Jack Mayes
Rose M. McGregor
Earl R. McKellips
Norman E. Miller
Adam Morandin
M. J. Morris
William E. Moss
William J. Nicolosi
Emil R. Noldin
Manuel L. Norman
Eugene R. Obenshain
James Pappas
Elmer L. Partain
Joseph O. Patterson
William Edward Perkins
Robert T. Peterson
George Pettit
Harold E. Rayner
Joseph F. Roderick
Remigio Ruiz
F. L. Sampson
Trinidad Sandoval
Fred J. Saunders
David J. Shelton
Ford A. Shepherd
Mark E. Shipman
Dick G. Shurtliff
Harold L. Siemens
Raymond A. Sigouin
Claude G. Smith
Willie Smith
Myrl M. Snow
Henry E. Stapp
Ruth A. Stone
Robert L. Thomas

Domenico B. Turano
Mary E. Varialstyne
Joe O. Velasquez
Wilson O. Welsh
Frederic B. Whitman
William A. Wiley
William H. Young

APPOINTMENTS

R. R. Ahearn, district superintendent, Oakland
R. E. Artusy, vice president-transportation, S.F.
H. E. Baldwin, senior transportation supervisor, S.F.
Gary L. Bonner, trainmaster, Winnemucca
C. E. Bossen, signal supervisor, Winnemucca
T. R. Brown, assistant to senior vice president-operation, S.F.
G. B. Chinn, asst. manager-pricing services, intermodal & international, S.F.
G. M. Christ, senior trainmaster, Elko
R. D. Cox, senior trainmaster, Milpitas-San Jose
R. E. Enger, superintendent communications, S.F.
D. L. Falkins, assistant shop superintendent, S.F.
J. C. Frewin, project manager, business systems development, S.F.
R. C. Gazlay, manager-transportation payroll administration, S.F.
J. E. Ghory, intermodal market development analyst, Oakland
W. M. Giroux, trainmaster, Salt Lake City
G. E. Halstead, systems analyst, S.F.
C. M. Hammond, director-station procedures, S.F.
D. E. Henke, trainmaster, Portola
R. Hernandez, plant engineer-communications, Sacto.
W. A. Hill, manager-safety, Sacto.
S. E. Jolly, research assistant-economics & cost analysis, S.F.
L. A. Lambert, labor relations officer, S.F.
J. L. Langston, division road foreman, Elko
D. H. Larsen, signal operations engineer, Sacto.
W. Lee, manager-transportation costs and budget, S.F.
J. B. Leonard, assistant trainmaster-agent, Fremont
M. G. Lusk, district agent, Stockton
W. R. Maclay, Jr., general manager-market development, S.F.
C. T. Mallory, superintendent-train operation, S.F.
M. C. McManus, assistant division superintendent-transportation, Sacto.
S. E. McVean, Jr., director-car utilization, S.F.
M. C. Meissner, data quality control analyst, S.F.
A. G. Mendoza, superintendent-train operation, S.F.
R. L. Meyer, chief train dispatcher, Sacto.
R. J. Miller, chemist, Stockton
W. T. Miller, estimating engineer, S.F.
K. J. Mize, signal supervisor, Elko
M. D. Morris, assistant shop superintendent, Stockton
G. L. Neilson, signal supervisor, Keddie
D. C. Oplerman, agent, Stockton
K. L. Ray, manager-business systems development, S.F.
R. D. Reynolds, TCS and design engineer, Sacto.
J. S. Rich, trainmaster, Oroville
B. G. Rumsey, communication engineer, Sacto.
P. F. Saenz, assistant manager, pricing services, S.F.
J. M. Steffanic, signal supervisor, Fremont
S. R. Taylor, assistant market manager, S.F.
H. D. Teller, assistant manager-quality control, S.F.
D. Thompson, Jr. signal construction engineer, Stockton
E. J. Toler, general attorney-commerce, S.F.
M. J. Vernon, tax analyst, S.F.
J. E. Vlasak, signal supervisor, Sacto.
M. W. Watson, assistant vice president-pricing services, S.F.
F. D. Webb, trainmaster, Milpitas-San Jose
H. C. Wong, research assistant-economics & cost analysis, S.F.

CAREER OPPORTUNITIES WITH WESTERN PACIFIC

How Do I Apply?

Once an employee has established an employment relationship, he or she may desire to seek promotional opportunity or a position in another craft. At such times, several questions may arise: How does one ensure that the proper officials know of one's desires? How does an employee make an application and to whom? What are the jobs for which one may apply?

In the previous issue of Mileposts, you may have noticed the article on our new programmer trainee program scheduled to begin in 1980. As a regular feature in Mileposts, you will see descriptions of similar opportunities as they occur. This will help to keep all concerned apprised of opportunities as they arise, as well as provide information on the career paths of each. We hope that this information will help answer questions about which jobs are open for application.

Up to now, however, if one wanted to apply for another craft or job opening outside of one's own craft, it was necessary to write a letter or, in some cases, file an entirely new "Application for Employment." Further, verification of receipt of the application or the letter frequently could only be made by telephone.

The introduction of a new four-part form earlier this year has significantly changed—and improved—this process. This one-page simplified form, which is available in all terminals and which is called "The In-Service Application," will be used by all current employees when they wish to apply for a job in another craft, when they wish to be considered for promotion to a salaried position outside the Collective Bargaining Agreements, or when they wish to be considered for a mechanical apprenticeship.

Instructions for completing the form are on its reverse side, and all information requested should be supplied so that an application can be handled quickly and accurately. When an employee fills in the one-page form, he or she also will be making three carbon copies. The original and the three carbons should be left attached and sent to the Personnel Department in San Francisco.


One copy of the form will be receipted and sent back to the applicant to provide a record that the application was received.

If an employee already had an application on file as of May 1, 1980, there is no need to file an application on the new form. After that date, all applications by employees must be made on the new form.

A new Application for Employment, not to be confused with the In-Service Application, was introduced in January of this year. This form is to be used only by applicants for employment who do not have a current employment relationship with the Western Pacific or its subsidiary, the Sacramento Northern.

We hope that the new In-Service Application, coupled with the job information that you will find on this page of Mileposts, will aid every employee in communicating their career plans and aspirations in a manner that will facilitate a rapid and helpful response.

To: DIRECTOR PERSONNEL
526 Mission Street
San Francisco, CA 94105



**Western Pacific
Railroad Company**
THE FEATHER RIVER ROUTE
THE SACRAMENTO SOUTHERN ROUTE

Form 4-208A (2/80)

IN-SERVICE APPLICATION

NOTE: SEE INSTRUCTIONS ON REVERSE SIDE BEFORE COMPLETING THIS FORM.

SECTION II
(Administrative Information)

Date of Application: Month _____ Day _____ Year _____ Name: Last _____ First _____ MI _____
 SSA _____ Company: Enter Service Date _____
 Current Craft _____ Current Location _____
 Current Duty Assignment _____ Current Supervisor _____

SECTION III
(Specifics of Request)

I wish to apply for _____

The location(s) I wish this application to apply to is/are: 1 _____ 4 _____
 2 _____ 5 _____
 3 _____ 6 _____

SECTION IV
(New or Supporting Data)

SECTION V
(Withdrawal / Modification of Previous Application)

I wish to withdraw / modify my previous application to _____ dated _____
 by reason _____

SECTION VI
(Signature)

Employee's Signature _____ Date: _____

DO NOT WRITE BELOW THIS LINE

SECTION VII
(Personnel Department Receipt)

Receipt Date _____ By _____ Expiration Date _____

ACTION: _____

ACTION DEPARTMENT

SECTION I
(Purpose)

Change CRAFT
 Consideration for appointment to apprenticeship
 Consideration for promotion
 WITHDRAW or modify previous application

A sample (reduced) of the new "In-Service Application."

MILEPOSTS

BULK RATE
U.S. POSTAGE PAID
SAN FRANCISCO, CALIF.
PERMIT NO. 5371

The consolidation of the Union Pacific, Missouri Pacific and Western Pacific railroads will produce a rail system over 22,000 miles in length that will stretch from all of the major West Coast ports to such major gateways to the East as Memphis, Chicago and St. Louis, and to the major Gulf Coast ports. It will pass through the heart of America's corn- and wheat-growing states and through much of the West's rapidly developing coal-mining regions. It will also run through the heart of the nation's petrochemical industry in Texas and Louisiana and interchange with the Mexican rail system at three cities along the Texas border. A look at one of the major

components of that system—the Union Pacific Railroad—begins on page 4.

- Union Pacific Railroad (single and double track)
- Missouri Pacific Railroad
- - - Western Pacific Railroad
- Headquarters
- Major UP Classification Yards

