

WESTERN PACIFIC

Mileposts Spr. Sum. Fall -- 1978



WP's 75 Year History—Part 1

1978 in Review

An all-out effort by all departments contributed to record operating results in 1978. Following are major highlights of the year's operations:

Carloading were up 5% with significant increases in shipments of intermodal, grain, barytes and motor vehicles.

A new rail-highway vehicle distribution terminal was completed at Oakland for use by Chrysler and Volkswagen.

Another record year for Western Pacific Transport with a 37% increase in revenues and 45% increase in net income.

A bulk-transfer facility constructed near Fremont will speed the transfer of bulk solids and liquids from rail to highway transport.

Additional equipment for WPT included 13 heavy-duty diesel tractors, 3 diesel hostling units and 2 new pickup and delivery trucks. Orders were also placed to 2 new automated gantry cranes.

Expansion of Oakland Intermodal Terminal increased capacity of that facility to three times its previous size.

35 new rail-oriented industries were located on the Western Pacific system by the Industrial Development Department—are expected to generate more than \$13 million annually in new freight revenues.

Two new Burroughs B6817 computers replaced existing equipment, providing substantial increase in data processing capacity.

Computerized control of freight car inventories was realized with the installation of a Terminal Information System for direct communication between WPT and San Francisco headquarters.

Major investments in new equipment during the year included the purchase of 338 new freight cars; the rebuilding and upgrading of 96 existing cars; and the leasing of 40 center beam flatcars and 60 insulated cars.

Additional orders placed for 1979 included 5 locomotives, 538 freight cars, 2 cantilever packers, 1 piggybacker, 49 trailers and 10 tractors, trucks and hostling units.

Extensive roadbed improvements included installing 33.5 miles of new track and 89,000 hardwoods ties. An additional 291 miles of mainline track was surfaced and 920 more miles tamped.

New hire rate up 50% over the previous year, with corresponding increase in employee training programs. 85 new brakemen were recruited and trained.



A view of WP's new Burroughs Computer System (B6817) showing (left back) disk storage units and tape drives and (left front) printers and control processors, and central control console; located at WP's computer center in San Francisco.

New Computer Services

by Gail Wright director management services

If a railroad wants to stay in business these days it must show a profit, which means it must be seeking new business and also constantly seeking ways of doing the job for less costs. Doing the job for less costs dictates the timely acquisition of efficient freight car equipment, track replacement, locomotive overhauls, and the latest computer equipment.

In the computer field, the Management Services Department develops new cost saving applications in many areas. The department is currently working on or has recently finished several projects aimed at increasing the profitability of Western Pacific through the automation of manual tasks, data collection and report generation.

Five projects are discussed in this article to illustrate what WP is doing to stay current with the other leaders in the industry.

SPRING, SUMMER, FALL, 1978



Bill Sinor (L) transportation supervisor, together with Grant Nillson, agent at WP's Oakland Terminal receive a briefing from Nelda Lewis, consultant on computer services on how the new TC 3800 terminal control computer at the Oakland Terminal does its job of preparing waybills.



John Etchebehere (L) manager of disbursements, Jon Vlasak, manager of business systems development and Bill Royal, project manager reviewing control reports of the new accounts payable system as they come off the printer in WP's computer center in San Francisco.



Stu McVean, Jr. (L) manager of car utilization and Dick Artusy, director of transportation, examine the new transportation inquiry program (TIP) report, and discuss how it can be used to determine where needed cars are and if they are being utilized efficiently.

The project having the most long-range impact is the upgrade of our B3700 computer system, to a Burroughs Model B6817 which incorporates the latest advances in computer technology. The new system has a greater capacity than our current computer system and saves \$20,000 per month in rental fees. Delivery took place in December 1978 and final implementation is scheduled for the 2nd quarter of 1979.

This new computer system will provide WP with improved direct shipper car location inquiries, new video terminals which will replace the ASR 28 teletypes located in WP's sales and yard offices, and new on-line computer based information systems for Freight Claims, locomotive maintenance, car accounting and demurrage processing.

In the Oakland Yard we have installed a TC3800 terminal control computer which clerks are using to prepare waybills locally. After the appropriate information is entered into the computer, the waybills are produced providing a hard copy for Oakland and then the waybill is transmitted over data phone and printed at Oroville (where a clerk subsequently gives a copy to the appropriate train conductor).

Freight Claims is another important activity that will provide time and cost savings. Two Management Services staff members are working with Leo Battaglia, Director of Freight Claims designing a comprehensive freight claims monitoring and surveillance system. Leo expects to produce annual savings of \$150,000 for WP by using this new system: by reducing claims and allowing for preventive action.

In the Finance Department, we have recently installed a computerized Accounts Payable System. This new system provides our financial managers with additional detailed information so they can have increased management control over the disbursement of company funds: we are now in a better position to monitor the status of payments to vendors.

Proper Car Utilization is the key to positive car hire revenues and shipper satisfaction. For this reason, we have recently implemented a Transportation Inquiry Program (TIP)



Connie Wood (L) consultant on computer services in a planning session with Leo Battaglia, director of freight claims, discussing reports which will come out of the new Freight Claims Information System.

which provides the Transportation Department with computer generated reports showing detailed activities on what's happening to our car fleet.

According to Dick Artusy, Director of Transportation: "The new TIP system has already saved thousands of dollars for WP by identifying where needed cars are, and matching them up with shipper requests."

An equally impressive project affecting yard operations is the Terminal Information Systems project (TIS). This project involves installing video terminals in selected yard offices and towers to assist the yardmaster in performing Inventory Control and switching of freight cars at terminal locations.

We have implemented this system at Western Pacific Transport Company in Oakland, where it is being used to control trailers and containers in the WP Transport Co. yard and it is now being installed at our railroad yard terminal in Oakland. Future sites for implementation will include Milpitas and Stockton.

For Western Pacific to remain a



John Gray (L) president of Western Pacific Transport Co., LaVerne Thomas, TOFC coordinator, and Ron Winkler, manager of Transportation Systems Development reviewing features of the new Terminal Information System (TIS) being used by WPT in Oakland.

profitable and vital railroad, we must plan to take advantage of modern technology in computers, freight cars, spectrometers, communications and many other areas of new technology. By taking advantage of new products and innovations that offer improved operation, we will be assured of a profitable and exciting future. The Management Services Department will continue to develop uses for the latest computer technology to the advantage of the Railroad.



The article's author, Gail Wright (L) director of management services talking with Bill Manca, branch manager of Burroughs Corporation.



Western Pacific Employee Assistance Program gets under way when the "Committee of Concern" met in Stockton in the conference room at 41 West Yokuts Avenue with Manager T. M. Cutter. The purpose of this Committee is to assist Tom in the formation of the Policy which will govern the program. Members of the committee from left to right: T. M. Cutter, W. G. Treanor, R. C. Marquis, H. A. Siler, A. B. Cuglietta, W. R. Miller, Jr. and Dr. R. B. Green.

EMPLOYEE ASSISTANCE PROGRAM

The Western Pacific has established the "Employees Assistance Program" for its employees and their families. The following guidelines are adopted for the operation of this program:

1. Employees and their families may participate in this program at no charge to the employees.
2. Employees seeking counsel shall remain completely anonymous. The identity of those employees receiving assistance shall be known only to the Manager Employee Assistance.
3. Participation in the program is voluntary and shall not jeopardize an employee's job or the possibility of future promotion.
4. It is recognized that alcoholism is a disease and that individuals suffering from alcoholism need and are entitled to the same degree of concern and treatment available to individuals stricken with other forms of illness.

It is recognized that individuals, through proper rehabilitation, can recover from alcoholism.

Employees will be regularly informed about the effect of alcohol so that if they chose to drink, they will do so intelligently.

Although the Employee Assistance Program is set up to help individuals and their families troubled with alcoholism, assistance is also provided to those who are addicted to drugs other than alcohol or who have other personal problems.

Mr. T. M. Cutter, Manager Employee Assistance, has been provided an office off company property and presently located in Stockton, California. He will report periodically to the President of the Western Pacific Railroad. His report shall not include names of employees seeking help, but will be a numeric reporting system to indicate the program progress on the property.

Mr. Cutter shall call on the various department heads and acquaint them fully with the program and enlist their interest and cooperation.

The program is entirely independent of the Labor Relations Department and there shall be no formal contract or written agreement concerning the program. Persons participating in this program will be expected to meet existing job performance standards and established work rules within the framework of existing union-management agreements.

The program shall not in any way interfere with the discipline system or operating rule compliance by employees, particularly Rule "G." An employee dismissed account violation of Rule "G," or other infraction which may possibly be the result of alcohol addiction, may request aid of the program. If it is determined that alcohol addiction was the cause of the infraction and the Manager Employee Assistance advises the appropriate department head that the employee has been rehabilitated, the employee shall be reinstated.

The Manager Employee Assistance will not have complete jurisdiction in the case of employees dismissed because of a drug offense other than alcoholism. In such cases the Chief Surgeon shall determine final disposition for those employees making voluntary contact.

Alcoholism and drug dependency is defined as diseases in which a person's consumption of any of these substances definitely and repeatedly interferes with that individual's health and/or job performance.

Neither supervisors nor union representatives have the medical qualifications to diagnose alcoholism as a



T. M. Cutter

disease or drug dependency as a health problem. Therefore, the individual must make the decision to voluntarily admit treatment is needed and contact the Manager Employee Assistance for entrance into the program.

Persons who suspect that they may have an alcoholism or drug dependency problem, even in its early stages, should be encouraged to seek diagnosis and to follow through with the treatment that may be prescribed by qualified professionals.

Nothing in this statement of policy is to be interpreted as constituting a waiver of management's responsibility to maintain discipline or the right to take disciplinary measures within the framework of the collective bargaining agreement. Further, nothing in this statement of policy is to be interpreted as constituting a waiver of the unions responsibility to its members as spelled out in the union by laws and/or the collective bargaining agreement.

Employees or members of their families interested in Western Pacific Employees Assistance Program may call Thomas Cutter "collect" at his 24 hour telephone number: (209) 957-2452. His office is located at 41 West Yokut Ave., Room 205, Stockton, Calif. 95207.

APPOINTMENTS

Purchases & Materials

The following appointments were recently announced by President R. G. Flannery:

Frank P. Brogdon is appointed Director, Purchases & Materials.

Darrell B. Jennings is appointed Manager, Purchases & Materials.

Finance

The following appointments were recently announced by Vice President Finance, R. W. Stumbo, Jr.:

George E. Bowers is promoted to Manager-Internal Audit.

Marlene Vernon is appointed Administrative Assistant Finance.

Mrs. Nancy Hagan is appointed Insurance Analyst.

The following appointments were recently announced by Controller Lee P. McLaughlin:

Grant C. Smith is appointed Special Accountant.

Mary Stroube is promoted to Budget Analyst.

Mark F. Hougard is appointed Manager Revenue Accounting.

John Mills is promoted to Assistant Manager-Revenue Accounting.

R. J. Topham is appointed Assistant to Manager Revenue Accounting.

M. A. Young is appointed Financial Analyst.

Marketing

The following appointments were recently announced by Vice President Marketing, R. G. Meldahl:

Joan L. Worthington is promoted to Sales Representative, Oakland.

W. E. Christman is promoted to Assistant to the Vice President.

S. R. Taylor is appointed Market Analyst.

W. R. Maclay is promoted to Market Manager.

W. Valentine is promoted to Project Manager.

D. D. Juskiwicz is appointed Service Representative, Atlanta, Ga.

N. S. Bye is appointed Service Representative, Salt Lake City.

D. E. Wilson is promoted to Manager Intermodal Sales-West.

J. J. Mooney is promoted to Sales Representative, Denver, Colorado.

S. L. Vigars is appointed Market Information Analyst.

D. L. Henderson is appointed Sales Representative, Chicago, Ill.

C. W. Cogar is promoted to Asst. Manager Pricing Services-Int'l and Imd'l.

W. J. Prendergast is appointed Sales Representative, Winston Salem, North Carolina.

P. E. Gage is promoted to Sales Representative, Salt Lake City.

W. D. Lindquist is appointed Asst. Manager Pricing Services-TransContinental.

L. R. Gomez is promoted to Sales Representative, Stockton.

D. R. Collier is promoted to Chief Clerk TransContinental.

A. V. Sikora is promoted to Assistant to General Manager-Pricing Services.

J. C. Warninger is appointed Service Representative, Seattle, Wa.

P. S. Stevens is promoted to Manager, Marketing Administration.

N. W. Schlinger is promoted to Assistant Market Manager.

Appointments

Operating

The following promotions were recently announced by Vice President Operation, R. C. Marquis:

C. G. Yund is promoted to Chief Engineer.

The following appointment was recently announced by Director Transportation, R. E. Artusy:

P. R. Marquis is appointed Transportation Supervisor, Oakland.

C. Aadnesen is promoted to Division Superintendent, Sacramento.

R. W. Copeland is appointed to Manager Fuel Controls.

The following appointment was recently announced by Director Train Operations, M. C. McManus:

A Kinicki is appointed Superintendent Train Operations.

W. F. Schober is appointed Superintendent Train Operations.

Engineering

The following appointments were recently announced by Chief Engineer, C. G. Yund:

R. A. Hepkema is appointed Jr. Engineer, San Francisco.

J. E. Maitland is appointed Assistant Engineer, San Francisco.

Western Division

The following appointments were recently announced by Division Superintendent, C. Aadnesen:

R. A. Ditmanson is appointed Chief Train Dispatcher at Sacramento.

D. L. Seely is appointed Assistant Trainmaster-Agent, Fremont.

B. M. Brown is appointed Division Engineer, Keddie, Calif.

R. L. Nunes is promoted to Asst. Roadmaster, Keddie.

D. M. Floyd is promoted to Track Supervisor, Keddie-Northern California Extension.

W. A. Hill is appointed Trainmaster, Fremont.

R. W. Baptist is appointed Terminal Trainmaster, Stockton.

J. G. Wallman is promoted to Trainmaster, Milpitas-San Jose.

A. E. Bullock is appointed Terminal Superintendent, Oakland.

J. P. Lorda is appointed to Division Trainmaster, Oakland.

B. Wheeler is promoted to Assistant Division Engineer, Keddie.

J. D. Elkin is appointed Agent, Reno, Nevada.

Eastern Division

The following appointments were recently announced by Division Superintendent (Eastern Division): J. C. Lusar:

M. D. Moudy is promoted to Division Engineer, Elko, Nevada.

G. R. Groves is promoted to Asst. Division Engineer, Elko.

C. D. Jones is appointed to Roadmaster, Elko.

R. C. Emery is appointed to Roadmaster, Winnemucca, Nevada.

P. R. O'Kelly is promoted to Roadmaster, Salt Lake City.

R. E. Sherwood is appointed to Terminal Superintendent, Salt Lake City.

K. C. Baumgardner is appointed Agent, Elko.

Special Agent

The following appointment was recently announced by Chief Special Agent, R. F. Stenovich:

G. W. Caldwell is appointed Security Inspector, General Office, San Francisco.

APPOINTMENTS

Mechanical

The following appointments were recently announced by Chief Mechanical Officer, R. W. Mustard:

D. L. Johnson is appointed to Engineer Ships & Equipment, Sacramento.

E. T. Roider is promoted to Manager Planning & Scheduling, Stockton.

P. M. Burch is promoted to Assistant Ship Superintendent, Stockton.

Management Services

The following appointments were recently announced by Director Management Services, G. A. Wright:

K. L. Ray is promoted to Project Manager.

W. F. Royal is promoted to Project Manager.

R. H. Larson is promoted to Project Manager.

D. C. Webb is appointed Manager Technical Publications.

M. B. Daye is appointed Senior Systems Programmer.

D. A. Johnson is appointed Systems Analyst.

F. W. Hanson is appointed Systems Analyst.

J. D. Stuart is promoted to Systems Programmer.

J. C. Frewin is appointed Programmer Analyst.

J. R. Van Swearinger is appointed Programmer Analyst.

L. L. Hoffmn is appointed Programmer Analyst.

M. F. Lee is appointed Programmer Analyst.

J. B. Richards is promoted to Data Quality Control Analyst.

L. P. Fee is promoted to Data Quality Control Analyst.

J. E. Ghory is appointed Data Quality Analyst.

V. D. Herman is appointed Data Quality Control Analyst.

Law

The following appointments were recently announced by Vice President Law, Walter G. Treanor:

John P. Cook is appointed General Claim Agent.

Stephen T. Rudman is appointed General Attorney for Western Pacific Transport Company.

W. P. Transport Co.

The following appointments were recently announced by Western Pacific Transport President John J. Gray:

Daniel C. "Dan" Pendleton is appointed Director of Traffic.

Kent Goldsworthy is appointed Intermodal Operations Manager.

Frank P. Powers is appointed Trucking Terminal Manager.

Keith M. "Mike" Hill is appointed Ramp Manager.

Robert V. "Bob" Geddes is appointed Customer Service Manager.

Daphne M. Stannard is appointed Staff Accountant.

David E. Cannon is appointed Management Trainee.

Roy Park is appointed Terminal Manager, Salt Lake City.

Larry W. Kay is appointed Asst. Terminal Manager, Salt Lake City.

Virginia L. Kindermann is appointed Terminal Manager, Milpitas/San Jose.

Gerald M. "Jerry" Simonetti is appointed Sales Manager, Milpitas/San Jose.

Robert A. "Bob" Webb is appointed Sales Manager, Sacramento/San Joaquin.



SERVICE AWARDS

July-December 1978

40-YEAR AWARDS

J. B. Morgan	Assistant Controller	San Francisco
W. W. Rockwell	Conductor	Portola
T. C. Wood	Locomotive Engineer	Stockton

35-YEAR AWARDS

D. E. Copenhaver	Service Representative	Seattle
B. J. Knowles	Patrolman	San Francisco
H. F. Duffy	Yard Brakeman	Sacramento
E. Bogisich	Interline Clerk	San Francisco
C. L. Nuzman	Conductor	Elko
T. M. Toomey	Drafting Assistant	Sacramento

30-YEAR AWARDS

R. E. Enger	Communications Engineer	San Francisco
J. J. Weber	Carman	Sacramento
R. J. Ward	Machinist	Sacramento
J. C. Darlington	Switchman	Oroville
D. W. Smales	Brakeman	Elko
G. P. Knapp	Sales Representative	Los Angeles
R. E. Lee	TCS Maintainer	Burmester
W. R. Martinson	Section Stockman	Stockton
K. J. Mize	Supervisor Signals & Communications	Elko
W. H. Pollock	Carman	Stockton
R. A. Miller	Chief Clerk-Interline Div.	San Francisco
H. F. Wilson	Engineer	Salt Lake City
A. T. Angiulo	Roadway Clerk	Sacramento
R. W. Dunkley, Jr.	Rate Clerk	San Francisco
C. A. Gerstner	Engineer Construction	San Francisco
R. W. Helriegel	Clerk	Oakland
E. Humphrey, Jr.	Laborer	Oakland
D. L. Hickson	Hostler	Stockton
J. M. Smith	Steno Clerk	Sacramento
J. Reis	Deckhand	Oakland
V. M. Boyce	TCS Maintainer	Hayward
F. E. Louie	Draftsman	San Francisco
H. I. Hanen	Clerk	San Francisco

25-YEAR AWARDS

R. R. Ahearn	Labor Relations Officer	San Francisco
J. K. Brennan	Manager Joint Facilities	San Francisco
E. T. Roider	Assistant Shop Superintendent	Stockton
M. L. Teter	Carman	Oakland
H. O. Smith	Locomotive Engineer	Elko
T. E. Reed	Locomotive Engineer	Portola
J. F. Kennedy	Locomotive Engineer	Sacramento
D. L. Collins	Locomotive Engineer	Salt Lake City
H. J. Beaudrow	Locomotive Engineer	Salt Lake City
W. M. Artusy	Chief Clerk	San Francisco
D. R. Hillam	Locomotive Engineer	Elko
F. A. Shrope	Locomotive Engineer	Salt Lake City
D. T. Lynch	Conductor	Elko

Service Awards July-December 1978

F. J. Martinez	Clerk	Stockton
H. L. Zuniga	Laborer	Modesto
E. N. Anderson	Brakeman	Elko
R. L. Pruitt	Brakeman/Conductor	Portola
G. E. Gerald, Jr.	Clerk	Oroville
H. C. Hughes, Jr.	Yard Brakeman	Oroville
J. L. Larsen	Assistant Division Engineer	Sacramento
D. R. Bright	Locomotive Engineer	Stockton
J. A. Forst	Clerk	Sacramento
S. Santos	Track Foreman	Burmester
M. R. Searing	Conductor	Oroville
J. W. Shoblom	Secretary to VP Marketing	San Francisco
H. C. Smith	Assistant to Field Survey Engineer	San Francisco

20-YEAR AWARDS

H. M. Ables	Brakeman	Stockton
V. Arzuaga Jr.	Brakeman	Winnemucca
C. A. Cross	Brakeman	Stockton
A. C. Jarmon	Clerk	Stockton
R. Valencia	Diesel Foreman	Stockton
J. A. Williamson	Clerk	San Francisco
R. M. Kinniston	Sacramento Northern Brakeman	Sacramento
L. Hawthorne	Yard Brakeman	Oroville
T. B. Bridges	Yard Brakeman	Sacramento
G. T. Hayhurst	Manager-Freight Claims	San Francisco
J. C. Nicholas	Carman	Oakland
W. G. Treanor	Vice President-Law	San Francisco
G. G. Atkinson	Brakeman	Stockton
W. M. Houdyshell	Machine Operator	Portola
R. J. Haney	Yard Brakeman	Sacramento
J. G. Looney	Brakeman	Stockton
R. B. Jennings	Sr. General Secretary	San Francisco
M. G. Bonilla	Laborer	Sacramento

15-YEAR AWARDS

J. M. Tognet	Clerk	Sacramento
M. P. Villegas	Track Laborer	Elko
R. J. Dahl	Sacramento Northern Brakeman	Sacramento
J. D. Switzer	Yard Brakeman	Sacramento
J. W. Cassidy	Clerk	Yuba City
D. F. Frink	Sacramento Northern Brakeman/Conductor	Sacramento
M. F. Merkley	Yard Brakeman	Stockton
L. Cabrera	Equipment Operator	Keddie
J. N. Ryan	Machinist	Stockton
P. E. Dodson	Yard Brakeman	Stockton
C. L. Baily	Accountant	San Francisco
R. L. Shankel	Brakeman	Oroville
H. J. Yount	Brakeman	Winnemucca
E. E. Smith	Yard Brakeman	Oroville
A. R. Lang	Carman	Milpitas
D. E. Atkinson	Switchman	Stockton
A. C. Sanchez	Machine Operator	Oroville
G. Henthorn	Machine Operator	Sacramento
W. L. Seward	Clerk	Stockton
J. H. Folkner	Clerk	Oroville
D. H. Kopp	Division Lineman	Fremont
D. C. Perrigo	Brakeman	Sacramento
J. F. Lamkey	Brakeman	Elko
D. Fleet	Accountant	San Francisco
F. E. Parker	Brakeman/Conductor	Stockton
E. H. Mercer	Sacramento Northern Brakeman/Conductor	Stockton
S. I. Neves	Chief Clerk	San Francisco
P. A. Gallant	Car Foreman	Milpitas

10-YEAR AWARDS

J. L. Langston	Road Foreman of Engines	Elko
K. C. Cochran	Clerk	Stockton
R. D. Pont	Carman	Stockton
J. L. Straughter	Switchman	Oakland
W. M. Giroux	Division Trainmaster	Portola
D. J. Ledwig	Brakeman/Conductor	Oroville
L. B. Chapman	Track Supervisor	Sacramento
T. A. Darr	Clerk	Portola
W. H. Lane	Electrician	Stockton
G. A. Yocum	Brakeman/Conductor	So. Sacramento
T. M. Bridges	Switchman	Sacramento
J. H. Clancy, Jr.	Engineer	San Jose
K. L. Wilkinson	Yard Brakeman	Stockton
P. Gonzalez	Laborer	Stockton
J. M. Baird	Dispatcher	Sacramento
M. T. Vance	Sacramento Northern Brakeman	Sacramento
J. A. Byerley	Clerk	San Francisco
C. P. Jewell	Chief Clerk	San Francisco
C. E. Sinderman	Carman	Sacramento
D. R. Andersen	Sacramento Northern Brakeman	Sacramento
D. Rutledge	Laborer	Oroville
T. P. Thearle	Sacramento Northern Brakeman	Sacramento
G. A. Guldager	Brakeman	Elko
R. L. Walden	Carman	Stockton
C. M. Berg	Brakeman	Portola
R. A. Craine	Brakeman	Salt Lake City
R. C. Huston	Brakeman	Elko
T. J. Esterby	Carman	Portola
G. S. Perow	Brakeman	Stockton
E. H. Scammell	Welder	Keddie
E. D. Marshall	Hostler Helper	Portola
W. R. Alexander	Equipment Operator	Elko
L. W. Kettelhake	Carman	Stockton
F. A. Cervetti	Clerk	Sacramento
T. L. Trudell	Brakeman	Elko
L. Vanderpool	B&B Carpenter	Sacramento
D. I. Finley	Brakeman	Portola
J. E. Ford	Special Agent	Sacramento
J. E. Cummings	Clerk	Fremont
G. J. Lankford	Brakeman	Oroville
G. L. Still	Brakeman/Conductor	Stockton
C. F. Pennock	Assistant Foreman	Oroville
F. Ramirez	Laborer	Stockton
P. B. Ispisua	Brakeman	Elko
J. D. Thompson	Carman	Stockton
R. A. Croteau	Engineer	Winnemucca
C. F. Conn	Crane Operator	Sacramento
C. E. Meyers	Clerk	Modesto
R. C. Plumlee	Machinist	Oroville
J. H. Siegel	Machinist	Stockton
S. H. Bray	Special Accountant	San Francisco
G. L. Ledger	Brakeman	Oroville
M. A. Moriarty	Chief Clerk	San Francisco
J. L. Holmes	Trainmaster	Oakland
B. R. Mooney	Carman	Oroville
P. R. DeAssis	Secretary	San Francisco
M. D. Parnell	Clerk	Keddie
P. S. Robins	Revising Clerk	San Francisco
N. L. Hills	Laborer	Keddie
E. R. Upshaw	Brakeman	Salt Lake City
R. G. Bodenham	Laborer	Keddie
J. P. Cook	General Claim Agent	San Francisco
C. M. Hammond	Manager-Operating Planning	San Francisco

Service Awards July-December 1978

J. A. Simmons	Clerk	Sacramento
B. A. Christensen	Engineer	Portola
D. E. Davis	Clerk	Stockton
R. D. Phillips	Engineer	Oroville
A. N. Robinson	Clerk	Oakland
W. R. Small	Brakeman	Oroville
M. I. Root	Clerk	Sacramento
J. W. Jensen	Brakeman/Conductor	Salt Lake City
B. Bell	Clerk	Milpitas
W. D. Lutman	Yard Brakeman	Oakland
N. W. Price	Engineer	Stockton
N. H. Kyles	Brakeman	Stockton
M. A. Craven, Jr.	Carman	Stockton
D. D. Coles	Inspector	Milpitas
N. L. Lill	Clerk	Stockton
H. R. Wright	Brakeman	Elko
B. V. Zeigler	Clerk	Oakland
J. R. Franklin	Lineman	Oroville
D. L. Mitchell	Terminal Trainmaster	Milpitas
M. T. McGlothlin	Brakeman	Elko
G. D. Snodderly	Traveling Accountant	San Francisco
R. L. Cayton	Electrician	Stockton
F. M. DeSouza	Secretary	San Francisco
L. J. Wheeler	Secretary	Oakland
G. S. Keogh	Engineer	Portola
R. E. Helmick	Clerk	Sacramento
R. M. Bonta	Brakeman/Conductor	Portola
C. V. Penos	Keypunch Operator	San Francisco
E. J. Hamilton	Clerk	Milpitas
M. K. Lavatai	Secretary	San Francisco
W. A. Gardner	Carpenter	Sacramento
G. D. Metzdorf	Brakeman	Oroville
J. J. Barksdale	Laborer	Oroville

They Have Retired

<i>Arthur M. Allen</i> , 41 years.	<i>Elmer H. Carleton</i> , 38 years 6 months.
<i>Paul T. Bauer</i> , 31 years 3 months.	<i>Arthur W. Carlson</i> , 40 years 5 months.
<i>Robert E. Beddig</i> , 37 years 1 month.	<i>Richard G. Chase</i> , 20 years 7 months.
<i>Harry E. Beem</i> , 35 years 5 months.	<i>David C. Smith</i> , 37 years.
<i>Joseph S. Bettencourt</i> , 36 years 8 months.	<i>Marvin L. Columbia</i> , 40 years 10 months.
<i>Edmond C. Blackburn</i> , 27 years 11 months.	<i>Robert M. Conchola</i> , 26 years 2 months.
<i>Leonard W. Bond</i> , 41 years 6 months.	<i>Jack C. Cooper</i> , 36 years 1 month.
<i>Ralph Q. Borgen</i> , 20 years 1 month.	<i>Dudley E. Copenhaver</i> , 34 years 11 months.
<i>Fred W. Brandes</i> , 42 years 3 months.	<i>Mildred R. Cox</i> , 22 years 9 months.
<i>Stanley H. Bray</i> , 10 years.	<i>Clay Odell Crews</i> , 33 years 10 months.
<i>Virgil A. Burch</i> , 37 years 10 months.	
<i>Ralph E. Burke, Jr.</i> , 42 years 8 months.	

They Have Retired

<i>Dayle A. Dayton</i> , 15 years 9 months.	<i>George V. Newhart</i> , 8 years 5 months.
<i>Pablo Contreas Diaz</i> , 21 years.	<i>Bernard D. Osborne</i> , 37 years 10 months.
<i>Cornelia K. Driver</i> , 21 years 6 months.	<i>Jean L. Parker</i> , 10 years 6 months.
<i>Albert C. Evans</i> , 40 years 8 months.	<i>Lonnie Patridge</i> , 5 years 2 months.
<i>George Fewell</i> , 10 years 1 month.	<i>Nino J. Poncioni</i> , 42 years.
<i>John P. Gates</i> , 36 years 3 months.	<i>Walter A. Powell</i> , 40 years 8 months.
<i>Roosevelt George</i> , 12 years.	<i>Jack A. Reed</i> , 37 years 6 months.
<i>Daniel L. Gonsalves</i> , 43 years 11 months.	<i>Frank W. Rogers</i> , 28 years 5 months.
<i>George A. Graham</i> , 6 years.	<i>Anita B. Rose</i> , 3 years 3 months.
<i>Burnell L. Green</i> , 36 years 7 months.	<i>Raymond E. Schriefer</i> , 32 years.
<i>Iver D. Gregory</i> , 42 years 3 months.	<i>Arnold Samuel Skootsky</i> , 44 years.
<i>John J. Guareno</i> , 26 years 1 month.	<i>David Chester Smith</i> , 37 years 9 months.
<i>Edward M. Hale</i> , 40 years 9 months.	<i>David L. Speegle</i> , 24 years 9 months.
<i>John H. Harper</i> , 30 years 10 months.	<i>Edward W. Steuben</i> , 41 years 4 months.
<i>Walter H. Harper</i> , 41 years.	<i>Fred A. Tegeler, Jr.</i> , 32 years.
<i>Williams G. Herschler</i> , 31 years 4 months.	<i>Evva B. Thompson</i> , 35 years 2 months.
<i>Ray F. Hobbs</i> , 40 years 3 months.	<i>Thelma M. Toomey</i> , 34 years 8 months.
<i>Robert P. Joy</i> , 36 years 1 month.	<i>Robert W. Turner</i> , 40 years.
<i>John H. Kelly</i> , 35 years 5 months.	<i>Thomas Vaccaro</i> , 41 years 8 months.
<i>David W. Lee</i> , 42 years 7 months.	<i>Anthony Villegas</i> , 44 years 1 month.
<i>Leo J. Leoni</i> , 9 years 8 months.	<i>Henry J. Wallock</i> , 36 years 1 month.
<i>Elsie E. Lord</i> , 8 years 5 months.	<i>Robert R. Williams</i> , 40 years 8 months.
<i>William G. Luebke</i> , 8 years.	<i>Lloyd N. Wilson</i> , 9 years.
<i>Charles F. Lynch</i> , 37 years 5 months.	<i>Samuel L. Worthington</i> , 42 years 2 months.
<i>Murio Ragusa, Sr.</i> , 54 years.	<i>William G. Wyman</i> , 30 years 1 month.
<i>Maisie Huckaby</i> , 22 years 2 months.	<i>Arthur Yturriaga</i> , 4 years 6 months.
<i>John F. Martinez</i> , 24 years 9 months.	<i>William G. Herschler</i> , 31 years 3 months.
<i>Willard R. Martinson</i> , 30 years 1 month.	
<i>Dean M. Mastin</i> , 35 years 2 months.	
<i>Alvin R. Mize</i> , 20 years 7 months.	
<i>Joseph E. Moore</i> , 27 years 3 months.	
<i>Otto F. Muenich</i> , 35 years 10 months.	
<i>Emmett Mumphrey, Jr.</i> , 22 years 1 month.	



The crew of Extra 83 chose an unusual frame for their portrait.



WP's 75 Year History—Part 1



Editor's Comment: On March 3, 1978, Western Pacific began its 75th year of serving the transportation needs of California, Nevada, and Utah. This *Mileposts* contains the first of a series featuring the history of the Western Pacific. The text of part one was written by the late Gilbert H. Kneiss, Vice President of Public Relations, edited by Lee Sherwood, and appeared in the March, 1953 *Mileposts*.

Thanks to the invaluable assistance provided by Guy L. Duncomb, Vernon Sappers and Lee Sherwood a considerable number of additional original photographs were made available and have been included in this *Mileposts* history of the Western Pacific. Part one features the construction years, 1903 through 1909.

To the men and women of the Western Pacific and its subsidiaries, this Historical Series is dedicated.

Paul Gordenov, Editor (1978)

History of the Western Pacific Railroad

"The Construction Years"

1903—1909



PART I By G. H. KNEISS

Tuesday, March 3, 1903, was just another rainy day to most San Franciscans. There wasn't much excitement. Carrie Nation, armed with axe and Bible, smashed some bottled goods and glassware in a Montgomery Street saloon and was hustled off to jail. To jail likewise went Miss Flo Russell, a young lady whose crime lay in exposing an ankle and bit of petticoat while lifting her skirts high enough to clear the muddy pavement, and to jail in Marin County, across the Bay, went one George Gow, who illegally failed to bring his automobile to a dead stop when a horse-drawn vehicle approached within 300 feet.

Over in Corea (as it then was spelled), San Franciscans learned from their newspapers, fighting went on along the Yalu River between the Russians and the Japanese, and at Harvard Professor Hollis, chairman of the Athletic Committee, said that football aroused only the worst impulses and should be abolished. Up in Sacramento Governor Pardee signed a bill making the Golden Poppy the state flower of California.

No, not too much excitement, but even MARCH 1903—1978

so readers of the San Francisco *Chronicle* next day reached page 14 before they learned that eleven men had sat down around a table in the Safe Deposit Building on California Street and organized a new transcontinental railroad to be named the Western Pacific.

It was to run from the city of San Francisco eastward through the canyons of the Feather River and Beckwourth Pass and on to Salt Lake City. By branch lines it was also to serve San Jose, Alameda, Berkeley, Richmond, Fresno, Chico and Prattville. Walter J. Barnett, San Francisco, lawyer and promoter, had subscribed to 14,900 of the 15,000 shares of capital stock but behind him, speculation went, were probably the Goulds, the Vanderbilts, Jim Hill or David Moffat.

Perhaps the reason that the *Chronicle* put its writeup back on page 14 along with the truss ads and the electric belts was that the story was not exactly new. Men had talked about a railroad through the Feather River Canyon for a long time, particularly one named Arthur W. Kiddie.

KEDDIE'S DREAM

Keddie had come to California in the early sixties—a young Scottish lad, trained as a surveyor. By that time the gold diggers that had briefly overrun the Feather River country following Bidwell's celebrated discovery on July 4, 1848, had departed with their pokes and six-shooters. Barkeeps and dancehall gals had followed them. The many-pronged turbulent river which Arguello had named Rio de las Plumas because of countless floating feathers from moulting wild pigeons, flowed in solitude through its deep gorges.

One of the first professional jobs that came Keddie's way after he had hung out his shingle at Quincy, county seat of Plumas County, was that of exploring the North Fork of the Feather for the newly organized Oroville and Beckwourth Pass Wagon Road Company. Beckwourth Pass, for unknown ages a great Indian thoroughfare, had been discovered to civilization by Jim Beckwourth, a mulatto scout, in 1850. A Sierra crossing more than 2,000 feet below the elevation of Donner Pass, it had become popular for covered wagon trains.

Keddie made his canyon reconnaissance in the dead of winter but the snows he encountered were surprisingly light. Furthermore, he found a route with grades too easy to waste on a wagon road. Back to Quincy he went with a thrill and a dream in his heart—the thrill of having discovered what he felt sure would prove to be the best route for a transcontinental railway and the dream of having part in building it.

The young surveyor managed to interest several important men in his idea: Asbury Harpending of diamond hoax fame, Civil War General William Rosecrans, Creed Hammond and others. Some of them were sincerely interested in railroad building. Harpending, for one, was convinced that the Central Pacific had chosen a most inferior route over the

mountains and would be easy competition. As the Quincy *Union* put it: "The Central Pacific have long since understood they must content themselves with the summer trade of Virginia City and Carson. The Feather River Railroad will be the road across the continent." But others of the associates were looking only at the speculative possibilities when coupled with their own political influence.

The Oroville and Virginia City Railroad Company was formed in April, 1867. Capital stock sales were authorized up to five million dollars, but a negligible amount was sold, whereupon some of Keddie's new associates railroaded a most amazing bill through the California Legislature and induced Governor Haight to sign it.

This new law was entitled "An Act Authorizing the Board of Supervisors of Plumas County to take and Subscribe to the Capital Stock of the Oroville and Virginia City Railroad Company." Actually, it not only authorized them, it specified that said Supervisors could be fined, removed from office, and sued for damages if they didn't do so! This may have been good politics but it was deplorable public relations. Enthusiasm for the railroad in Plumas County cooled while indignation boiled and the Supervisors resigned en masse. A legal battle finally repealed the obnoxious statute.

General Rosecrans tried to induce the Union Pacific to take over the O. & V. C. project as its California connection and thus by-pass the Central Pacific with its already critical snow problems. His old comrade in arms, General G. M. Dodge, actually left his U. P. construction camp and came out to consider the offer. He liked what he saw but the Central Pacific end-of-track was miles into the Nevada sagebrush by then and, although the Union Pacific was authorized by Congress to build to the California line, it had to stop wherever it met the C. P.

Keddie started construction on the O. & V. C. near Oroville in the spring of '69. A gang of thirty Chinamen was put to grading between Thompson Flat and Morris Ravine. Shortly afterward Congress was asked to help with a land grant of 641,200 acres. But the whole thing blew up. The builders of the Central Pacific were adept at "pressure" and they put plenty of it on Harpending to ditch the scheme. And one of them, C. P. Huntington, laughed Keddie out of his office with the remark "no man will ever be fool enough to build a railroad through the Feather River Canyon."

Arthur Keddie had to put his dream in mothballs but he did not forget it. The seventies and the eighties passed. The close of the latter decade found the Union Pacific, less than entirely happy with its western connection, again considering its own line to San Francisco. Out in the field was Virgil G. Bogue, U. P. chief engineer, running trial surveys over the Sierra. One was down the Pit River, one through Susanville and along Deer Creek, several through Beckwourth Pass and down the Feather. Bogue rather favored the Deer Creek route despite some 80 miles of 4 per cent grade, but Jay Gould gained control of the Union Pacific about that time, and the plans for a San Francisco extension were abandoned.

THE SAN FRANCISCO & GREAT SALT LAKE

This was bad news to California shippers and merchants who had hoped for some relief from the Central Pacific monopoly which skillfully adjusted rates to the maximum figures which would allow its customers to remain in business. A group of them got together and determined to build the Union Pacific connection themselves. They incorporated the San Francisco and Great Salt Lake Railroad Company and hired Bogue's assistant, W. H. Kennedy. If he could locate a practical route, one which was not too expensive, they felt it should be possible

to find Eastern capitalists who would finance the undertaking.

Kennedy was, of course, familiar with the surveys made by Union Pacific but believed he might find an even better line. In Quincy he called at the County Surveyor's office for a map of Plumas County; the County Surveyor was Arthur Keddie, and the two men found a lot to talk about. Keddie told the engineer of the low pass he had found near Spring Garden Ranch between the Middle Fork of the Feather and Spanish Creek, a tributary of the North Fork. As the Middle Fork Canyon became impossibly steep below this point and the North Fork was almost as bad above it, this low divide offered a means of utilizing the best parts of both canyons.

Crossing the Sierra summit at Beckwourth Pass, thence descending the upper reaches of the Middle Fork and cutting over to the North Fork at Spring Garden, as Keddie had suggested, to reach the Sacramento Valley at Oroville, Kennedy completed his survey late in 1892. It was a good line, with a ruling grade of 1 1/3 per cent, and as he filed his maps in the various county court houses, they established under the existing laws, a five-year option on the route in the name of the San Francisco and Great Salt Lake Railroad Company.

With these rights and Kennedy's estimate of \$35 million to build the railroad, the San Franciscans journeyed to New York City, the lair of capital. But everywhere the S. F. & G. S. L. promoters called, they found Collis P. Huntington had been before them. Why spend \$35 million to compete with him, the wily old man had asked each likely angel, he'd be glad to let them have the Central Pacific, monopoly and all, for a good deal less and be glad to get it off his hands. No one called his bluff and the San Francisco and Great Salt Lake Railroad Company joined the other punctured bubbles.

HARRIMAN VS. GOULD

When Jay Gould had acquired control of the Denver and Rio Grande properties, he had seriously considered extending them to the Pacific Coast. The Union Pacific, however, control of which he no longer owned, had induced him not to. Both systems interchanged their westbound traffic with the Central Pacific at Ogden and in return the latter divided its eastbound loads equitably between them.

But when E. H. Harriman and his supporters, after acquiring the Union Pacific, picked up control of the Southern Pacific System after C. P. Huntington died in 1900, they closed the Overland Gateway to the rival Rio Grande. George Gould, Jay's eldest son, had succeeded to the 11,000-mile rail empire by then. It was his ambition to have his own rails from coast to coast. They already



stretched from Buffalo to Ogden, he had definite plans to reach Baltimore, and he had hoped to acquire the Central

Pacific himself. Now, bottled up in Utah by Harriman, he decided to build a new road to San Francisco.

Virgil Bogue had become George Gould's consulting engineer and recalling his surveys for the Union Pacific in the '80's, recommended Beckworth Pass and the Feather River route. Remembering also an unhappy experience he had once had in locating another road, only to find the whole route plastered with mining claims of dubious mineral value but through which rights of way must be negotiated, he advised Gould to form a "mining company" first. Accordingly the North California Mining Company was organized and soon nearly 600 placer claims were staked out, blanketing the entire proposed route across the mountains.

Gould turned the job over to the Denver and Rio Grande and its president,

E. T. Jeffery, sent a field party under H. H. Yard west to locate the line. It was all top secret. The transit men and stake artists were forbidden even to let their wives know where they were. Letters could only be exchanged through the Denver office of the railroad. Two California corporations, the Butte and Plumas Railway and the Indian Valley Railway, were set up to be the figureheads.

It was, however, more than a bit difficult to keep anything concerned with a railroad through the Feather River Canyon secret from Arthur Keddie. That was a subject he kept up with. Furthermore, he had another railroad scheme on the fire himself. He had formed an alliance with one Walter J. Barnett who, with his associates, had built a short line, the Alameda and San Joaquin Railroad, only a few years before from Stockton southwest to the Tesla coal mines. The mines had not come up to expectations and Barnett, who was an exceedingly high-powered promoter, had conceived the ambitious plan of extending his 36-mile railroad east to Salt Lake City and west to San Francisco and then selling it to the Goulds.

Barnett and Keddie incorporated the Stockton and Beckwith (sic) Pass Railroad on December 1, 1902. Location was amazingly fast and simple, for Keddie merely put some stooge "survey parties" out in the canyon, and as they haphazardly staked out each ten miles of "line," he made a copy of the corresponding map Kennedy had filed in 1892 and, by registering these in the county seats, won an incontestable five-year franchise.





No. 1 of Bartlett's Alameda & San Joaquin Railroad. Became the first locomotive to haul revenue trains on the Western Pacific when its letterhead read "operating between Stockton and Tesla."



WP surveyor's pack train stops for supplies at Quincy, Ca., in 1903.

Walter Barnett then journeyed to New York with Keddie's franchise in his pocket, convinced George Gould that it could not be ignored. Barnett and Gould signed an agreement on February 6, 1903, which provided for the formation of a new company to take over the various corporations which each had previously organized and to build and equip the railroad. Less than a month later and pursuant to this pact, the meeting in the Safe Deposit Building was called to order.

THE WESTERN PACIFIC IS BORN

The Western Pacific Railway Company was thus organized on March 3, 1903. Articles of Incorporation were filed with the County Clerk the same day. But when Barnett's clerk appeared next day at the Secretary of State's office in Sacramento, the first of many roadblocks thrown up by the Southern Pacific became apparent. For the pioneer railroad between Sacramento and Oakland, completed way back in 1869, had also been named Western Pacific and the S.P., which had taken it over, still claimed all rights to the name. Barnett threatened mandamus proceedings and the S.P. withdrew its objections. The Western Pacific Railway Company was thereupon incorporated, on March 6, 1903.

George Gould still remained completely out of the picture and denied all connection with the project. Although he financed the new surveying parties that were immediately sent out to make the final location, he was forced, in the interests of this secrecy, to keep the Rio Grande engineers in the field as well. The absurd result was two hostile groups struggling to outwit each other and often on the point of exchanging pot shots, though both were actually on the same payroll.

Virgil Bogue was finally dispatched by Gould to choose the best of the routes surveyed. One night, as he sat in his field tent pondering the old Kennedy line with its grade of $1\frac{1}{2}$ per cent which the Western Pacific engineers had accepted from Keddie, he noted from the profiles that between Oroville and Beckwourth Pass there was only a difference in elevation of 50 feet per mile. This suggested to him the idea of a uniform one per cent grade.

Rapid investigation proved this feasible, and without climbing too high above the river. Elated, Bogue wired E. T. Jeffery and with equal enthusiasm the D&RG president answered that if a one per cent grade railroad between San Francisco and Utah could be located, money to build it was available regardless of the cost.

Preliminary Meeting Western Pacific Railway Company

San Francisco March 3rd 1903

At a meeting held on the above date at the law offices of Booth and Bartlett, Safe Deposit Building, San Francisco, California, relative to the formation of a railroad corporation the following persons were present, Walter J. Barnett, Henry F. Wetmann, John Floyd, A. C. Koons, George A. Dethlefsen, Charles A. Gray, J. Dugill Brown, John S. Swadlow, James S. Swadlow, David T. Walker, and Fred M. West.

On motion of Walter J. Barnett, seconded by John S. Swadlow, Henry F. Wetmann was elected chairman of the meeting, and on motion of J. Dugill Brown, seconded by Fred M. West, D. M. Swadlow was elected Secretary.

After a general discussion it was resolved that a corporation be formed to be known by the name of Western Pacific Railway Company, for the purpose of constructing, owning, equipping, operating and maintaining the following route of railroad:

Commencing at the City and County of San Francisco, State of California, running thence in and through the said City and County of San Francisco, and along one end across the state, city and county thereof, thence by ferry and large pipeline to the City of Oroville, Lassen County, California, thence in and through said City of Oroville and along one end across the state, city and county thereof, thence by tunnel, pipeline and grade to a point on the boundary line between the said County of Oroville and the County of San Francisco, State of California, thence in and through said County of Oroville and through the City of Beckwourth, and thence by tunnel, pipeline and grade to the City of Sacramento, State of California.

"Preliminary meeting, Western Pacific Railroad Company, San Francisco, March 3, 1903. At a meeting held on the above date at the law offices of Booth and Bartlett, Safe Deposit Building, San Francisco" read the first line of the motion of incorporation of the Western Pacific Railroad Co., which we commemorate in 1978.





Early WP survey teams were tough individuals who lived for many months at a time in the rugged Sierras. Photo shows a survey team and their temporary housing made of canvas tents. Circa 1903.

Shortly thereafter General G. M. Dodge wrote to one of Bogue's associates as follows:

"I am glad to see that you are out there on the Western Pacific. That line is almost exactly the line I run (sic) south of Salt Lake, thence down the Humboldt, across the Beckwourth Pass, and down the Feather, but you have a better grade than I got. That is the line the Union Pacific would have built if it had not been for the progress of the Central Pacific east."

Rumors were still thick as to who was behind the Western Pacific. Some thought the Burlington interests were responsible, others picked "Jim" Hill of the Great Northern or David Moffat, the Colorado capitalist. Most felt positive that Gould was behind the road despite his still positive denials. There was a story current that Harriman and Ripley (of the Santa Fe) had together offered him two million plus all he had spent so far to give up the project. It was not until

the spring of 1905 that Gould publicly announced his paternity of the Western Pacific and appointed President Jeffery of the Rio Grande to head the new road as well. Barnett, who had been president, became vice-president.

Contracts for construction were signed late the same year, although the line was not completely located nor the rights of way all secured. The Southern Pacific naturally interposed every possible legal and physical obstacle, but although it possessed immense political power and a formidable bag of tricks, the Western Pacific promoters usually managed to come out on top.

WAR ON THE WATERFRONT

The biggest row was that involving the WP ferry terminal on San Francisco Bay. A little historical background is necessary here. Oakland was an unnamed part of the Peralta rancho in 1851, when lawyer Horace Carpentier and two associates made themselves at home on the oak-studded meadows around what is now lower Broadway and started selling lots. Don Vicente Peralta rode around with

the sheriff when his cattle began to disappear, but Carpentier glibly talked him into a lease of the land on which he had squatted and then proceeded to incorporate it as the City of Oakland. His hand-picked trustees gladly "sold" him the entire 10,000-acre waterfront between high tide and the ship channel for five dollars plus two per cent of any wharfage fees he might collect. Carpentier then took office as mayor.

In 1868 when Central Pacific interests sought a terminal on the Bay at Oakland, Carpentier made a nice deal with its management. The Oakland Waterfront Company was incorporated for \$5,000,000 by both parties. Carpentier became its President and conveyed "all the waterfront of the City of Oakland" to the new corporation. Through this succession of events the Southern Pacific had maintained a stranglehold on the Oakland waterfront for half a century, although the city had several times attempted to invalidate the title.

Obviously the S.P. was fully confident that it would have but little difficulty in isolating the Western Pacific from a practical outlet on the Bay. The Santa Fe, only a few years before, had built its ferry slip way up at Point Richmond rather than attempt to crack the S.P. stronghold. Barnett, after a hard struggle against the older railroad's influence, did secure a small site on the mudflats of the Oakland Estuary. It would have made a miserably cramped ferry terminal but, from all appearances, the WP promoters had concluded it was the very best they could do. Harriman's forces sneered and relaxed. Gould's were just beginning. Every move was carefully rehearsed and logistics figured to the last detail.

As the Oakland tidelands had gradually been filled in, the Government had extended the banks of the San Antonio Estuary with rock quays called "training walls" in order to prevent silt from washing into the Oakland inner harbor channel. A dredger was often necessary to

prevent the formation of a bar at the entrance of the channel. This dredger became the Trojan horse of the Gould attack.

On the night of January 5, 1906, the Western Pacific forces under Barnett struck.

With 200 workmen and 30 guards armed with carbines and sawed-off shotguns, he used the dredging company as a front, and seizing the north training wall, began feverishly to lay a rough track. Most of the guards took up positions at the shore end of the U.S. training wall and maintained them night and day. Laborers snatched their sleep in shelter tents and on the wave-washed rocks and the WP commissary department fed them. Scows rushed more rails and ties across the Bay to the end of the wall. Soon there was a mile of track on top of the rock wall.



Of course the Southern Pacific did not quietly accept this outrageous trespassing on domains it had held undisputed for more than half a century. Its legal department, fairly in convulsions, was whipping out the necessary papers for immediate appeal to the law. This was exactly what Barnett had told Gould would happen and exactly what they both desired. For the courts, as Barnett had felt sure they would, held that the Southern Pacific title to the waterfronts had not progressed westward with the shoreline as the tidelands and marshes had been filled in, but was valid only to the low tide line of 1852. The S.P.'s "waterfront" therefore was by now well

inland, and the new marginal land surrounding it was the property of the city. Years later, when the first WP passenger train reached Oakland, Mayor Frank K. Mott in his speech of welcome said:

"The advent of the Western Pacific Railway is epochal. It is of peculiar interest to Oakland, for this system's coming made it possible for Oakland to recover control and possession of its magnificent waterfront. This may well be placed first in the order of benefits which will accrue to the city, as well as to the Bay region and the entire state."

CONSTRUCTION WAS NOT EASY

Construction camps had been established by the contractors at points all along the line under supervision of Company division engineers. Some were accessible by rail and most of the others by wagon road. But, for much of the distance through the rugged Feather River Canyon, not even a foot path was handy to the route. Indeed the surveyors had often hung suspended by cables over cliffs in order to set their line stakes. So it was necessary first to blaze a trail and set up small camps supplied by pack mules, then use these as bases for building a wagon road over which supplies and equipment for building the railroad could be hauled. It was slow, and often dangerous.

At Cromberg it was necessary to cross the swirling river on a jittery rope bridge and here eleven men were lost working on the cliffs or trying to cross the stream. They were tough men, too, mostly lumberjacks and hardrock miners. Where Grizzly Creek drops into the Feather, the field parties were forced to resort to rafts in order to by-pass the sheer granite cliffs. Over at the Utah end, crossing the salt beds was a nightmare due to excessive temperature extremes and the killing glare which often blinded men after a few hours' work.



In advance of the track gangs, blasting powder was brought into the more remote arcs of the Feather River Canyon by pack horses.

It was difficult to hold men under such conditions while more pleasant work was plentiful, and turnover was terrific. Bogue actually had detectives infiltrated through some of the gangs under the suspicion that some outside agency must be stirring up trouble and inducing the men to quit, but no evidence of this was ever found. On the other hand the S.P. superintendent at Ogden wrote plaintively that the Western Pacific was stealing all his track men and that it wasn't very neighborly. T. J. Wyche, the WP engineer, replied that all his assistants had positive instructions on this point and wouldn't think of taking S.P. men. A few days later a Greek labor agent reported that the next batch of track men he would deliver would have to wait until they could get their time checks from the S.P.! Drunkenness was a problem, too, one which Bogue finally solved by buying up all the saloon licenses handy to the job.

After the depression of 1907 set in, there were plenty of men available—and at lower wages. Had it not been for this unexpected break all of the contractors would probably have gone bankrupt, since the work proved considerably more costly than they had figured.

In particular, the long tunnels at Spring Garden between the canyons of the North and Middle Forks, Chilcoot at Beckwourth pass, and at Niles Canyon not far east of Oakland, ran into unexpected delays and costs. Original plans had called for Western Pacific to be ready for business by September 1, 1908, and when it became more and more evident that this date could not be met, President Jeffery felt mounting concern.

"It is really a very serious situation to contemplate," he wrote Bogue in January, 1907, "and the key is the completion of the long tunnels. The rest of the road we can build and get in running order, and we can have our terminal facilities at San Francisco and Oakland and our floating plant in San Francisco Bay all ready by or before September 1 (1908)."

It was in March, 1907, when one of the worst storms in the history of California struck and the resulting floods completely tied up construction. Little damage was done to the half-finished Western Pacific—in fact, the storm effectively demonstrated the wisdom of its location and Bogue wrote Jeffery that if they had been building the 1½ per cent grade originally chosen, their prospects would have been grim. But it was impossible to deliver materials to the job. Flood conditions were so bad that S.P. trains from Sacramento to Oakland were operating by way of Fresno. With these and other delays it was not surprising for Jeffery to write: "I long for the day when we can have the railroad in operation and I can see the fruition of my hopes and plans since 1892. Sixteen years is a long time to contemplate, lay plans for and patiently

work toward the accomplishment of an enterprise; but this is what I have endured to date, and must endure for fifteen or sixteen months more."

But the rail laying which had started with the driving of the first spike at 3rd and Union Streets in Oakland on January 2, 1906, proceeded eventually to the driving of the last. On November 1, 1909, the track gangs from east and west met on the steel bridge across Spanish Creek near Keddie and foreman Leonardo Tomasso drove the final spike. In contrast to the gold spike ceremonies on the first overland railroad just forty years before, no decorated engines met head to head before a cheering crowd; no magnums of champagne were broached. The only spectators were a pair of local women and their little girls.



WP construction crews remove loose boulders on the walls of the Feather River Canyon during blasting in 1908. They were tough men, too, mostly lumber jacks and hard rock miners.



The "Merry-Go-Round" was used in constructing large fills at milepost 59.



This photo taken in November of 1907 shows the construction of bridge # 212.36, the middle fork crossing, 7 1/2 miles east of Oroville.



A steam shovel aids in the track construction on the Sierra Division of the WP in 1907. Western Pacific, unlike earlier transcontinentals, was largely machine constructed, though the equipment used seems quaint by today's standards.



Vice-President and Chief Engineer Virgil G. Bogue (extreme left) inspects newly laid track near Portola in 1908. Both the wood-burning locomotive and the combination coach first saw service on the historic Virginia & Truckee Railway and, later, on Western Pacific's subsidiary, the Boca & Loyalton Railroad. The other men (left to right) are Bogue's secretary, F. G. Van Deusen; B&L Superintendent W. S. Lewis; J. Q. Jameson, WP division engineer; and George Mattis, resident engineer at Portola.



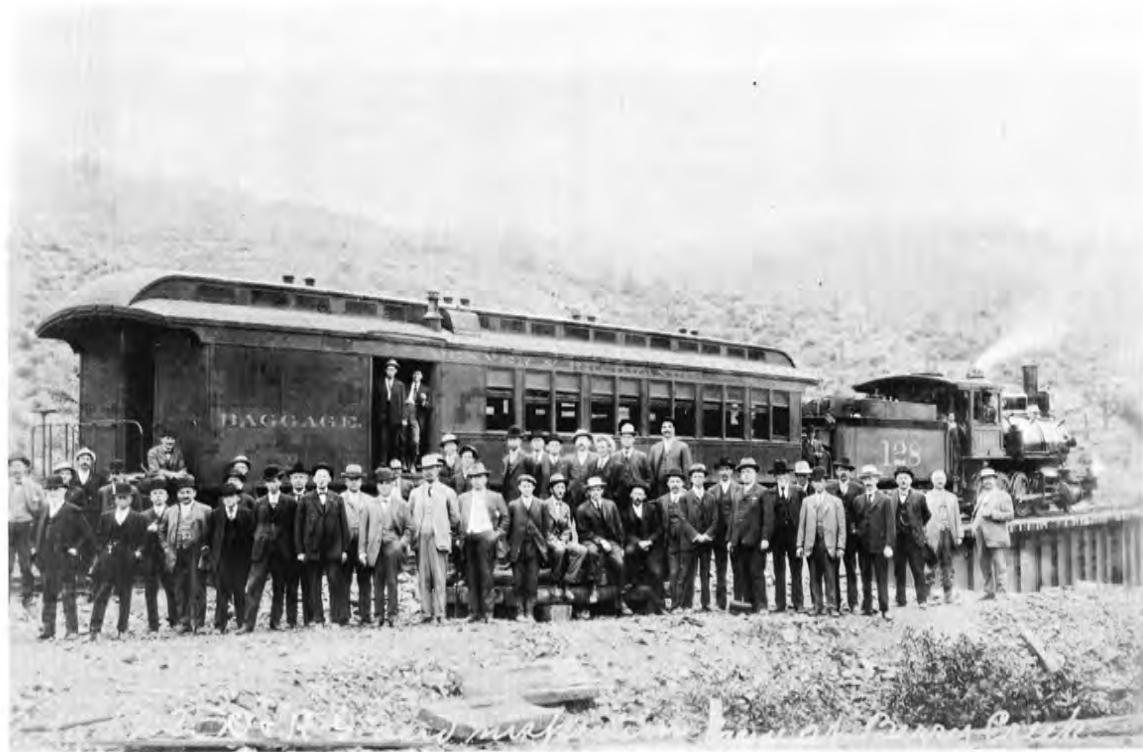
It was on November 23rd, 1908 that the new Western Pacific rails were laid through Elko, Nevada.



In May of 1908 a local WP passenger train is shown leaving the Oroville station for the end of track at Berry Creek. Note the depot is under construction. This locomotive was leased by the contractors for the construction of the W.P.



The view at the end of track at Berry Creek, Ca., on May 17, 1908, showing a stockpile of ties to be used in construction. Berry Creek is milepost 225, 20 miles east of Oroville.



Engine #128 and D&RG baggage car on an official inspection trip to the end of track at Berry Creek, May 17, 1908. (Photo: Guy L. Dunscomb collection.)

Photo Album (No. 12) "First Passenger Train"

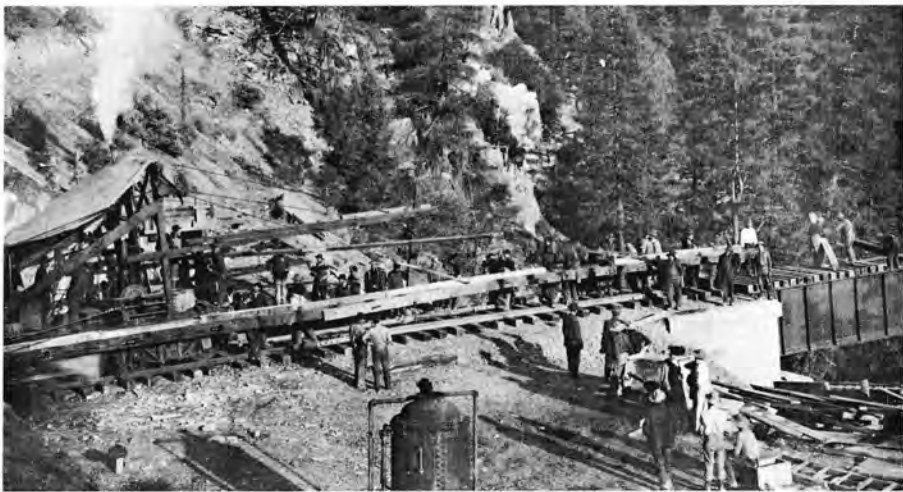


Passengers and equipment traveled eastbound over the WP the week prior to the official first run. Here the famous train headed by locomotive #94 poses on a grand wooden trestle. The cars are long since retired, but #94 is in storage in Oakland awaiting future exhibition in a railroad museum.

Editor: Paul Gordenev



The "Improved Harris Track Layer" drew many on-lookers as it put down rail near Hartwell (now Quincy Junction, Ca.) in the fall of 1909.



Laying the last rail on Spanish Creek Bridge near Keddie, Ca., on November 1, 1909.



Driving the last spike, November 1, 1909 on Spanish Creek Bridge, known better today as the Keddie "Y" Bridge. Leonard J. Tomasso, (far right) the track foreman who pounded it in, went back 40 years later and drove a Ruby Spike at the same spot in honor of the occasion.



Early scene in the Feather River Canyon during the construction of the WP main line.

ENGINES AND TERMINALS

Surprisingly enough, President Jeffery had first favored equipping the Western Pacific with small locomotives of the vintage of 1888. These had given good service on the Rio Grande and were more economical than the heavier engines it had since acquired. The engines Jeffery favored were the D&RG Class 106, a ten-wheel passenger locomotive with a tractive effort of 18,000 pounds, and Class 113 for freight, a consolidation with 25,000 pounds tractive effort.

Bogue at first appeared to fall in with Jeffery's ideas, but raised one doubt after another as to the wisdom of ordering these little old-fashioned engines. Finally he secured blue prints of the motive power used by the Southern Pacific on the Ogden Route and sent them on to Jeffery in New York with his final comment on the 106 and 113 class: "To place these locomotives on the road hauling rains in competition with the Southern Pacific, would probably prove to be a mistake."

Jeffery was convinced and comparable motive power was ordered: 65 consolidation freight engines with 43,000 pounds tractive effort, 35 ten-wheel passenger locomotives with a tractive effort of 29,100 pounds and 12 switchers. The first twenty freight engines were built by Baldwin, the rest by the American Locomotive Company. They were a lot bigger than the 1888 models although they would appear tiny in comparison with those which would follow while they were still in service. The work horses of the Western Pacific for several decades, they were excellent machines.

Yards and terminals for the new railroad had been most carefully designed. Traffic estimates had been prepared from local statistics, S.P. annual reports, etc., and diagrams prepared of expected east and westbound tonnage of various classes. Train mile costs were estimated, on the basis of 1,000-ton 30-car trains without helper service, at \$2.25 on the 1 per cent grade as against 1500-ton 45-car

trains with helpers at \$3.58 plus 36 cents a mile to return light engines.

On the basis of such studies Wendover had been selected as the first subdivision point west of Salt Lake City although it was without water. Shafter, 40 miles farther east, had plenty of water, better living conditions and was an interchange point with the Nevada Northern. However, Wendover sat at the foot of 33 miles of 1 per cent grade and the selection of Shafter as a subdivision point would have sacrificed tonnage for speed in order to avoid overtime, as well as failure to utilize the 100 miles of nearly level track east of Wendover for maximum tonnage. Bogue estimated annual savings of \$100,000 by picking Wendover against Shafter.

Each division point had been made the subject of a similar careful study as to location and design. At Oroville, the old gold workings governed the layout and at Portola mountains and river were important factors. Winnemucca was the dividing terminal between coal- and oil-burning engines and here the Humboldt River influenced its site. Oakland, in particular, had required painstaking analysis as the engine terminal property was constricted and lay between two S.P. grade crossings. Bogue and his assistants had done their work well.

Rates of pay at the opening shed light on the passage of time. Locomotive engineers drew \$4.25 per ten-hour day; firemen, \$2.75. Conductors were paid by the month, \$125 and no overtime. Brakemen got \$86.25. In the office, a chief clerk found eleven twenty-dollar gold pieces and a five in his pay envelope; the stenographers \$60 or even \$75 if they were extra competent.

The Western Pacific was now operative but far from finished. From San Francisco to Salt Lake City it stretched 927 miles, 150 miles longer than the competitive route to Ogden; but against the latter's steep grades, sharp curves, and heavy snows at a 7,017-foot elevation,

the new railroad had maintained Bogue's one per cent compensated grade with a maximum curvature of 10°, and crossed the Sierra at 5,003-foot elevation. On the basis of "adjusted mileage" in terms of operating costs, it was rated shorter than the other road. Throughout the line there were 41 steel bridges and 44 tunnels. Everything had been designed and built according to the best contemporary standards but there was much need for further ballasting and other finishing touches.

Furthermore, the Western Pacific was an integral part of a 13,708-mile nationwide railway system that now reached from San Francisco to Baltimore, with the exception of a short gap between Wheeling, West Virginia, and Connellsville, Pennsylvania. It looked as if George Gould would be successful with his dream of owning coast to coast rails, for work on a missing link, the Wabash Pittsburgh Terminal, was being rushed.

A DISCOURAGING START

Through freight service on the WP was inaugurated on December 1, 1909. Prior to that there had been local freight service, largely between Salt Lake City and Shafter for the Nevada Northern connection to the flourishing mines of Ely. Traffic was disappointingly slim. The daily lading wires to Jeffery were disheartening. During three days in December, for example, 28,140 pounds of merchandise and one car of lumber for Oakland was the total business received at San Francisco, nothing whatever at Oakland, and similar results at other points. Then came a small windfall: A solid fifty-car trainload of wire and nails from the American Steel and Wire Company at Joliet, Illinois, reached Salt Lake City on December 25 and brought Christmas cheer to all connected with the new railway as it rolled west on WP rails.

The cheerful mood did not last long. During the latter part of February, 1910, Old Man Winter hit California hard.



George J. Gould, whose railroad empire included the Denver & Rio Grande, the Missouri Pacific, and the Wabash Railroad had the dream to run the first transcontinental railroad from coast to coast. Gould's backing made surveyor Arthur W. Keddies dream come true, the construction of the Western Pacific. However, five and a half years after the driving of the last spike, the Gould railroad empire was crumbling, and in March, 1915, the Western Pacific Railway was forced into receivership.

Except for the Southern Pacific route through Arizona the entire Pacific Slope was isolated from communication with the East by landslides, snow banks and floods. Night and day extra gangs wrestled with slides in the Feather River Canyon and at Altamont Pass; there were four big washouts in the desert between Gerlach and Winnemucca, and serious damage through Palisade Canyon. And to make matters desperate along the whole railroad, the waters of Great Salt Lake began to rise, ate away at the earth fill, and seriously threatened eight miles of line carried on fill and trestles. Consideration was even given to abandoning this track, obtaining trackage rights over the San Pedro, Los Angeles and Salt Lake route farther south, and building a ten-mile connection west of the Lake. It was not until the latter part of May that operation was returned to normal.



WP Locomotive #155 and crew pose for photo around 1910. This 0-6-0 class locomotive was built by the American Locomotive Works in 1909.



This photo was taken in 1909 at Wendover, Division Terminal near the Utah-Nevada line looking southeast.



This 1909 photo shows the machine shop and roundhouse at Wendover, Utah near completion.

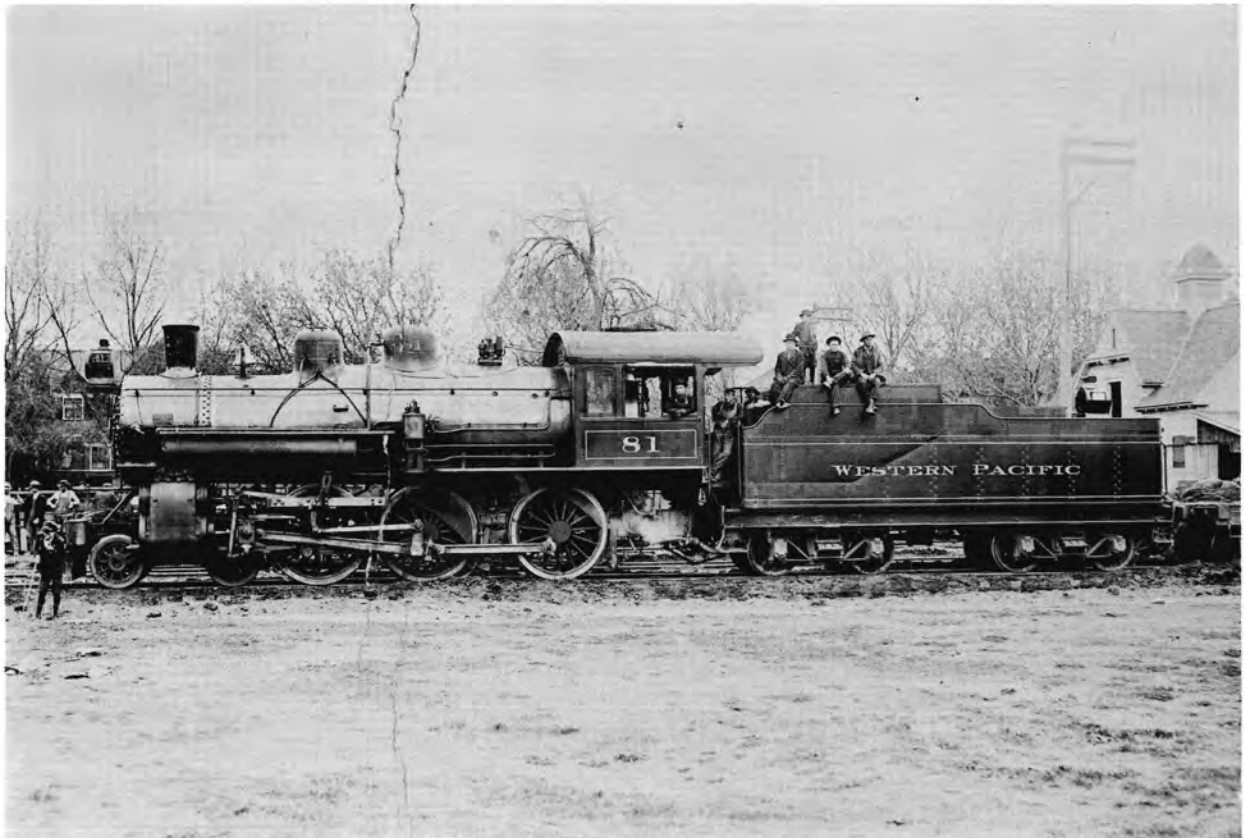


Utah's Governor Spray (fifth from left) and party posed for a photo with an open observation car. The photo was taken at Salduro during the 1909 Legislative Special excursion.

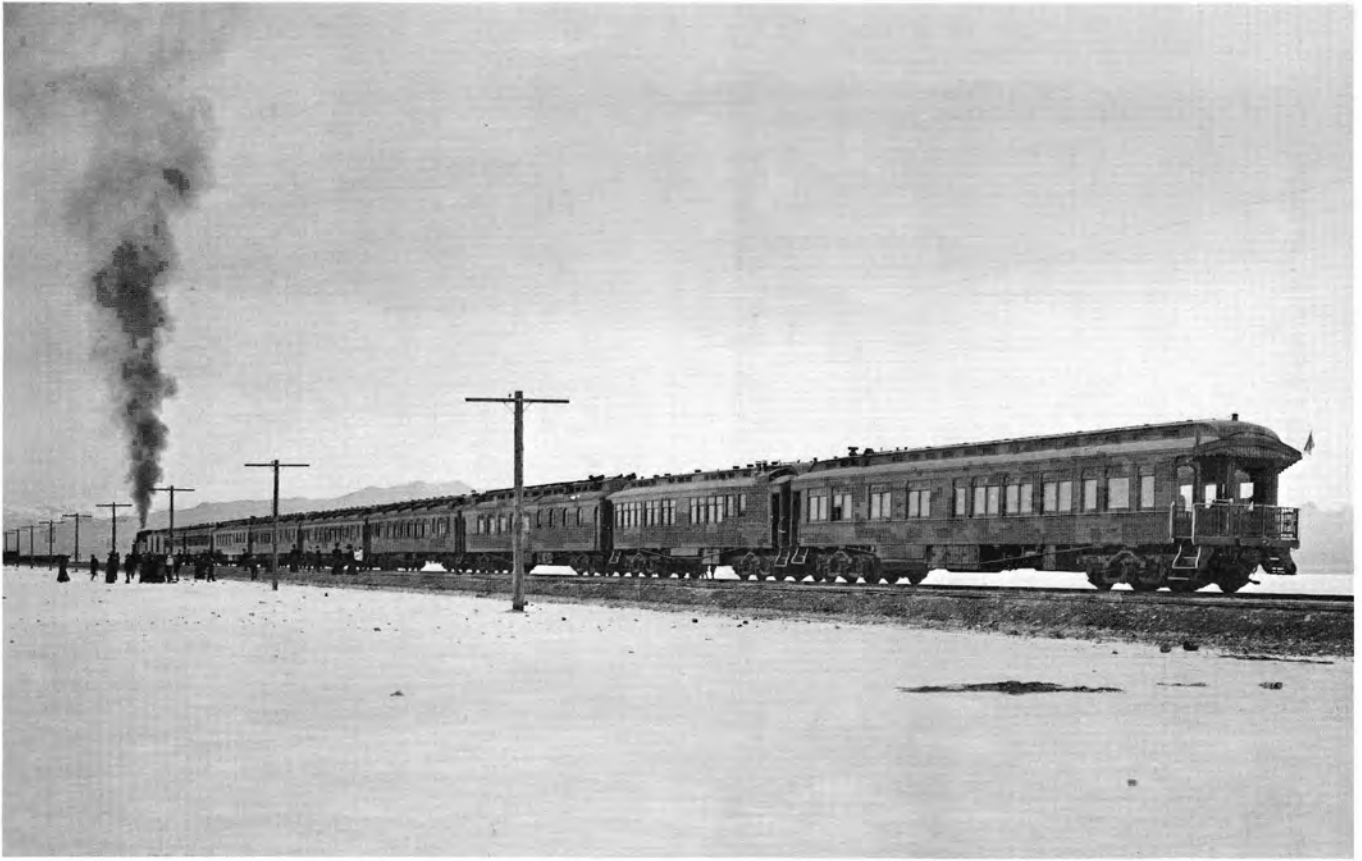


FIRST WESTERN PACIFIC ENGINE-SALT LAKE CITY-DEC. 1906.

Locomotive #1, the first WP engine, was delivered to the roundhouse at Salt Lake City in December of 1906. During the next three years this engine and its twenty sister locomotives would play an important part in the construction of the railroad.



The new WP locomotive #81 and its proud crew pause for a photo near the site for the new Sacramento depot on March 25, 1909.



The October 22, 1909 Legislative Special Train stopped at Salduro to inspect the track and take photos. This photo was taken looking east on the main line.



WP Engine #71 (heading 1909 Special Train) at Salduro.



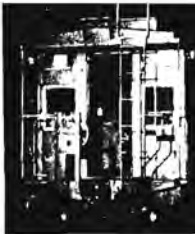
MARCH 1903—1978

Locomotive #58 and crew pose for photo in the new Oakland yard and roundhouse facility about 1910. (Photos: Above and below; Vernon Sappers collection.)

History of The Western Pacific end, Part One



A view of the inside of the new WP Oakland roundhouse in 1910. Locomotives #95, 96 and 91 are under steam and ready for their next assignment.



Caboosing

SALT LAKE CITY

Carol Suchan

Retired Conductor J. W. "WOODY" DANIEL died July 2, 1978 at age 64. "Woody" worked many years on the California Zephyr. Funeral services were held July 6 in Salt Lake City.

Retired Conductor D. C. ANDERSON has won numerous first place awards for his iris at various Salt Lake Iris shows.

Congratulations to Engineer S. L. WORTHINGTON who retired July 31, 1978. "Lee" or "Sam" as he's called became a fireman October 12, 1936 and was promoted to engineer March 8, 1944. His last trip was July 30 on the TOF and some of his fellow enginemen greeted him on his arrival at Roper. "Lee" plans to play a lot of golf.

We welcome NOREEN BYE, new Customer Service Representative in the Salt Lake Marketing Office.

ELKO

Theda Mueller

Congratulations to MARGARET THOMPSON, second trick wire chief and HENRY WALLOCK, chief clerk on their retirements. Margaret retired May 31 after completing 35 years and two months service and Henry retired June 30 with 36 years. Superintendent JOHN LUSAR presented Margaret with a Certificate of Appreciation and Service Award on behalf of the WP and her many, many friends



Superintendent John Lusak and second trick wire chief Margaret Thompson pose after Margaret is presented with a Certification of Appreciation and a Service Award on the occasion of her retirement after 35 years of service at a dinner in Elko, Nevada.



Second trick wire chief Margaret Thompson proudly displays "service stripes" she has earned at a retirement dinner held for her and Hinie Wallock on June 17th in Elko, Nevada.

MILEPOSTS

made it possible for her to fly to Alaska, with a complete set of new luggage, to visit her son and family living in Anchorage. However, much to her surprise, Billy and family crashed the retirement party! She was also presented with a dozen beautiful long stem roses on behalf of her dispatchers in Sacramento with a note thanking her for her outstanding cooperation and many courtesies "above and beyond the requirements of her job" over the years while working in the "KN" office. Margaret and her husband, BILL THOMSON, engineer, had 80 years of service between them with the WP; Margaret says "loving every minute of it."

Superintendent Lusak also presented Henry with his Certificate of Appreciation and Service Award and his many friends made it possible for he and his wife to travel to the Midwest to attend a family reunion. Henry (better known as "Hinie") also received a very elaborate table saw with attachments. The large turnout and huge success of the party indicated what great people we have working on the Eastern Division!

Congratulations to Western Pacific employee MICHAEL B. CHURCH and his wife, Sharon on the marriage of their daughter Pamela to Ray Scissons on July 29, 1978 in Elko, Nevada. Michael Church has been with Western Pacific since 1957 and lives in Elko.

The bride, Pamela E. M. Church, has one brother, Michael B. Church, Jr., who is stationed on the USS Enterprise in Alameda, California.

Pamela's new father-in-law, Robert Scissons, lives in Mountain City, Nevada with his wife, Margaret, and is the owner and operator of the Standard Service Station there. He has two other children, Brenda Lee and Amelia Ann.

SPRING, SUMMER, FALL, 1978



A happy Chief Clerk and Mrs. Henry Wallock receive applause at the occasion of a dinner in Elko, Nevada honoring him upon his retirement after 36 years of service with the Western Pacific.



The newlywed Mr. and Mrs. Ray Scissons smile happily for the camera at their reception.



Western Pacific employee Michael B. Church (far right) and his wife Sharon L. Church (left) pose on either side of the newlyweds, their daughter Pamela E. M. Scissons (left center) and her new husband Ray Scissons.

PORTOLA

Karen Thomas

Effective May 1st the Interdivision Run between Oroville and Bieber for Engineers was inaugurated. This brought the end of the line to the Keddie Engineers Board and with it the long standing practice of dead-heading Engineers between Portola and Keddie. JOHN MLAKER called the last Engineer, R. H. CUMPSTON, to deadhead by taxi to Keddie to take the last train, BN-139-29, out of Keddie before the run-thru went into effect.

Several long term employees also have brought their railroad careers to a close these past few months, taking their much deserved retirements. Best wishes to Brakeman V. H. SIMPSON who retired February 8, 1978 with 37½ years in train service. Virgil and his wife, Hertha, who worked as a Clerk at Keddie for many years, reside in Quincy.

Best wishes also to Engineer R. R. WILLIAMS who began his retirement May 9, 1978 after service breaking the 40-year mark. Engineer Williams began working for WP at Portola in 1937 as a laborer in the Roundhouse. SPRING, SUMMER, FALL, 1978

He next became a Fire Lighter and a short time later went into the boiler room as a Stationary Engineer. In December of 1940 he began student trips and became a Fireman in June of '41. Three years later he was promoted to Locomotive Engineer.



Crew Clerk John Mlaker calls the last Locomotive Engineer, R. H. Cumpston, to deadhead by taxi to Keddie prior to the run-thru going into effect.



Locomotive Engineer R. H. Cumpston fills out his time sheet for working the last train before starting the run-thru between Keddie to Bieber.

Congratulations to Engineer R. W. TURNER, humorously known as The Red Baron to his friends and fellow workers, who made his last run on April 28th. Bob and his wife, Edna, are enjoying their retirement in Placerville where they have moved recently.



Posing before his last run at Portola on engine 3529 on April 28 is the man known as "the Red Baron," Locomotive Engineer Bob Turner.



Locomotive Engineer Bob (the "Red Baron") Turner fills out his time sheet at Portola prior to his last run on April 28, 1978.



Locomotive Engineer Bob Turner, humorously known as "the Red Baron" to his friends and fellow workers, receives congratulations at Portola from the General Chairman of the B of LE Gil Patterson as he prepares to complete the last run before his retirement on April 28.

Best wishes to another well-known and long standing employee, Conductor J. C. (Jack) COOPER, who began his retirement on May 31, 1978. Jack, who was General Chairman of the UTU for several years and member of the Board for the WP employees Medical Association, was honored at a retirement dinner held at The Log Cabin in Portola, Friday, June 17th.



On his last run on May 31, retiring Conductor Jack Cooper receives congratulations and a hand shake from Locomotive Engineer C. F. McDonald as Brakeman R. C. Arauza (far left) and son and Brakeman G. J. Cooper join the congratulating crew at Portola.



J. C. (Jack) Cooper and his wife, Eula, pose among friends and relatives at a dinner honoring his retirement on June 17, 1978. The dinner party was held at the "Log Cabin" in Portola.



J. C. (Jack) Cooper receives a Certificate of Appreciation and congratulations from W. S. Cope as his wife Eula Cooper and H. A. Siler look on at "Jack's" retirement dinner at Portola.

Congratulations to Mr. and Mrs. AUSTIN LAMBERT who are enjoying a full and happy retirement. Mr. and Mrs. Lambert recently celebrated their 50th wedding anniversary at a party held in their honor in Portola. The couple was married in Elko, Nevada in 1927. Mr. Lambert has been a retired WP Locomotive Engineer for several years, and many of you subscribers will remember him.

Our condolences to two employees and their families who suffered terrible losses recently. The Crawford Roberts family of Quincy lost an infant daughter in a tragic fire which

destroyed their home and injured two other family members. Also we were saddened by the death of Phil Manning, teenage son of Engineer W. R. MANNING, who was killed in an auto accident recently.

On a lighter note, Portola Carman AL VIZINA reports he became a grandfather twice since the last Milepost went to print, giving Mr. and Mrs. Vizina their 17th grandchild. Robert and Deborah (Vizina) Anderson became the parents of Wendy Daye Anderson, born at Portola on March 6th.

Congratulations to Leighton and Madelyn (Vizina) Hibbs, who welcomed their 4th son into the world on June 6th. Chester Wayne, who was born in Reno, Nevada, joins brothers Leighton, Jr., Jessie Eric, and Cory at their home near Reno. Paternal grandparents are Claim Agent LOY HIBBS and his wife Phyllis.

A word on the town of Portola and its vicinity may be of interest to those of you readers who have since moved from this area. We are experiencing a growing population, a housing shortage, a building boom, and a delayed summer! As of this writing on the eve of July 4th, our weather has been cool and we are still in anticipation of summer!

SACRAMENTO NORTHERN YUBA CITY

Roger Poitras

In ceremonies held at The Refugee Restaurant in Yuba City, Ca., Carman KNOWLES HAMRICK, Clerk JOHN CASSIDY, and RAYMOND MANLEY were honored for their service with the Sacramento Northern Railway.

Safety jackets were awarded to all three.

A diamond pendant was given to KNOWLES HAMRICK for 25 years of service without loss of time for personal injury. Emerald pins were given to JOHN CASSIDY and RAYMOND MANLEY for 15 years of service without loss of time due to personal injury.

The honored guest's wives were present, as was Mr. DONALD BLACK, trainmaster from Sacramento, and his wife.



Yuba City: Clerk Raymond Manley, Carman Knowles Hamrick and Clerk John Cassidy pose with their safety jackets at a dinner in Yuba City, Ca. at the Refugee Restaurant. Hamrick also received a diamond pendant for 25 years service and emerald pins were awarded to Cassidy and Manley for 15 years service.

OROVILLE

Art Rickenback, Jr.

I am sorry to have to report the death of WILLIAM F. CHANDLER, former Railway Express Agency Agent, who passed away July 13, 1978. Bill was a longtime friend of the Freight

SPRING, SUMMER, FALL, 1978

Office staff and other railmen. He handled the REA office in the Depot for many years. Bill was 87 years old.

Our Annual Credit Union meeting was held in March with very good attendance. The results of the election were as follows:

President Nolan Stanton
Vice President . . . Lawrence Singley
Secretary John Folkner
Treasurer A. I. Reichenbach
Ass't. Treasurer . Marvin McLain
Manager Judy Quinn

Quite a bunch of our Retired friends were present, RICHARD and LILLIE MAE RANDALL, RAY ERICKSON, RAY TIDD, SAM HEATH, WIZZER WHITE and wife, HOWARD & PEARL PARKER, HELEN SMALL, GORDON & HELEN ADDIS, TOMMY & MARY CLIFTON and a bunch of those still hard at work. All in all it was a grand party.

General Clerk MARY MCLAIN underwent some surgery that started out rather harrowing but ended up very well. Mary is okay and back to work.

Chief Clerk JOE REED has been off for a few months account illness and we are in hopes of his quick return.

Clerk CHAZZ LEAR got hold of Motor home and proceed to put some 5,000 miles on it on his vacation. Sounded like fun.

Clerk RAY BYRD spent his vacation in Missouri by way of Arizona and the turquoise country.

T&T Operator DOROTHY SMITH bid in the new job in the Roadway shop, which is also new, and will have the task of setting up a new office.

As this is our 75th year of operation I would like to mention a man I know who worked in Belden in 1915. I enjoy hearing of the things that happened and the operations in those days from my father, Retired Agent A. I. REICHENBACH, SR., who is now 80 years young and still going strong.

We welcome CYNTHIA SHANKEL to our clerical ranks.

Another clerk on our G.E.B. is PAUL GUGLIELMINO who just recently joined us. We welcome both new people.

T&T Operator, JIM REDD is back with us after a short stint in the mountains. Good to have him here.

Retired Conductor WHIZZER WHITE made the local papers with his trained shetland pony, and Whizzer did all the training. Also he is our local champ bike rider.

Late release: Switchman FRANK WOODS and his wife have a new baby boy ... Congratulations.

SACRAMENTO SHOPS

Herman F. Schultze
Jean Smith



Receiving congratulations and a safety cap from superintendent of shops R. Price is carman D. Gonzales, retiring from Sacramento after 44 years of service.

Congratulations and a long and healthy retirement to: Carman Dan Gonzales, with over 44 years of service; Car Foreman C. F. Lynch, 37 years; Painter L. W. Bond, 41 years; Section Stockman N. Pocioni, 42 years; Drafting Assistant Thelma Toomey, 34 years; and Electrician Ed

Steuben, 41 years. Nice "send-off" gatherings were held for all, which I am sure they will long remember. Rae, Ed Steuben's wife, held a retirement party for Ed at the Garden West Mobile Estates Club House, with over 60 of Ed's friends and fellow workers present. After a happy hour, a buffet dinner was served. (Someone even contributed a Canadian penny as a gift for Ed.)



Electrician Ed Steuben, car foreman Chuck Lynch and painter Leonard Bond, left to right, prepare to cut their cakes at a retirement party in Sacramento after completing 41, 37 and 41 years of service respectively with the Western Pacific.



Section stockman N. Pocioni, Sacramento, accepts congratulations and a plaque from the BRAC Union from Section Stockman G. Lagomarsino on the occasion of his retirement after 42 years.

If anyone wishes to know anything about Little League Baseball, see Carman Jack A. Parks or Ray Meza. Parks is head umpire for the Tri-City Little League, coaches a team in the Senior

Little League, manages a team in the Big Little League, and is on the Board of Directors of the Tri-City Little League. Jack has three sons, Eric, Darin, and Jeff, each playing on a different team. He says it is quite an eye-opening experience. The Tri-City League consists of Rocklin, Loomis and Folsom. Ray Meza umpires Senior Little League games and coaches a major team in the Washington Little League, which consists of Broderick and Bryte. Ray's team won first place with 17 wins and 3 losses; each loss was by only one run. He also coached the Major All Star Team.



Carman and umpire Tom Bussey (left) discusses baseball with umpire, coach, and manager carman Jack Parks (center) and Ray Meza, umpire and coach, in the Sacramento shops.

Not to be outdone, Carman Tom Bussey is an umpire for the American Softball Association for the City and County of Sacramento. He has umpired preliminary games for the National Amateur Softball Championship and it is possible that he could be asked to umpire the championship games at Elk Grove Park.

Our sympathy is extended to the family of retired Section Stockman Ed Ensele, who recently passed away, and to the family of retired Carman Ralph Brusco on the sudden death of he and

his wife Betty in an automobile accident.

Sorry to hear of the accident of retired Shop Nurse Edna Spratt at Bijou, South Lake Tahoe. Hope her broken ankle heals quickly.

Congratulations to retired Carman Sam Martello and wife on their 50th wedding anniversary and to retired Painter Helper Floyd Kennedy and wife on their 59th wedding anniversary.

Congratulations are also in order to Section Storekeeper Eric Borg on receiving his 35-year service pin and safety jacket.



Section stockman Eric Borg, right, receives a handshake, best wishes, and 35 year service pin and safety jacket from storekeeper P. G. Morrison in Sacramento.

On April 28, 1978, Shop Superintendent R. T. PRICE took his two "Gals Friday" to lunch at the Black Angus Restaurant for Secretaries Week. JEAN SMITH and THELMA MAE TOOMEY were both delighted and said this is the first time they have ever had such royal treatment. Thelma Mae has been with the railroad for over 35 years, and Jean has been here for nearly 30 years. How nice to have a young boss with such good taste.

Many thanks to retired General Storekeeper Henry "Red" Madison for the loan of some of the many pictures he has of the buildings at Sacramento Shops, etc. It was fun talking to some of the old-timers, remembering when there was an eight foot wooden fence all around the complete shop yards; the soccer games that used to be played in the fields at the east end of the yards; the workmen who had to walk from Fifth Avenue when they rode the streetcars to work; the picnics and Christmas parties put on by the W.P. Amusement Club; the W.P. band that used to play in the Shops during lunchtime; the W.P.A.C. baseball team (indoor and outdoor); and, yes, the golfing every week in William Land Park after work . . . ah, yes . . . remember when . . .



Reviewing old memories and his pictures of the buildings at the Sacramento shops are retired general storekeeper Henry "Red" Madison and his wife, Elenor.

SACRAMENTO YARD

P. E. Scott

Best wishes to clerk JESS GUARENO on his retirement on August 5, 1978 after 28 years with the WP. A luncheon was held for Jess on September 8 at the Sacramento freight office.



Happy retirement to Dolly & Jess Guareno at the Sacramento freight office.

Best wishes to Clerks TOM VACCARO and JOE BETTENCOURT who were honored at a retirement party given in their honor in June, 1978 at Posey's Restaurant in Sacramento, California. Both men retired on May 31, 1978 and each received the Golden Spike award.



Tom Vaccaro, left and Joe Bettencourt, right display the Golden Spike awards they were presented with at a retirement party given in their honor at Posey's Restaurant in Sacramento on May 31, 1978.



At a luncheon at Sacramento in September, honoring the retirement of Clerk Jess Guareno, following 26 years service, are (l to r) John Guareno (his son), "Jess," his lovely wife Dolly, and agent Paul Scott.

Our deepest sympathy to the family of Electrician VINCE LATINO on his death. Vince had been working the "West Side" for the Sacramento Northern Railroad for the last few years.

SACRAMENTO

We recently received the following information about the 80th birthday celebration of Mr. OTTO KLITGAARD from BOB RUNGE, retired Sales Manager.

On June 21, 1978 a surprise luncheon was held in Sacramento at the Del Prado to celebrate the 80th birthday of Otto Klitgaard, retired Central California Traction Traffic Representative. Thirty two of Otto's friends and former railroad associates assisted in making the affair a success.

Otto was presented with a plaque in commemoration of being "80 years young"!

Otto began his railroad career with the SP in San Francisco on September 1, 1916. August 1922 he went with the CCT in San Francisco and on May 8, 1931 was appointed Traffic Representative in Sacramento, which position he held until his retirement on January 31, 1971.

During State Fair time from 1931 thru 1966 Otto was "Mr. Railroad" to hundreds of Future Farmer youths and equipment people who used rail to move livestock and machinery to Sacramento for exhibit.

His activity in the development of the Fruitridge industrial area in the early sixties resulted in substantial new revenues for the CCT and a signal honor for Otto-Klitgaard Avenue, a new street in the area.

Shippers and railroad friends from Stockton to Lodi to Sacramento will never forget Otto's byline, "Ship Traction For Quick Action."

Popular retired Central California Traction Traffic representative Otto Klitgaard displays the plaque he was honored with at a surprise luncheon on the occasion of his 80th birthday June 21, 1978 at the Del Prado in Sacramento.



STOCKTON YARD

Elaine Obenshain

Stockton W.P. Employees Federal Credit Union held their 24th annual dinner dance and meeting at the Italian Athletic Club on February 18, 1978. Retired Manager ESTHER PILATTI was honored for her many years of service. Under her guidance the Credit Union grew from 381 share holders and assets of \$177,728.61 in 1962 to 1,285 members with assets totalling \$1,647,139.93, shares \$1,210,787.90 and loans of \$1,633,225.27 as of February 1978. The office force consists of BOB LEICHT, Manager; BETTY GWINNUP and JOANN JENKINS.

Our deepest sympathy to the families of the following employees who have passed away: retired Engineer PAUL G. MORRIS on December 2, 1977; Engr. KENNETH W. WILKINSON, on January 31, 1978; Yardmaster RICHARD L. GIBSON on February 19, 1978; Bkm. WALTER W. KERKMANN on March 1, 1978 and retired Swmn. ALBERT A. VAN BUREN on March 18, 1978 in Tacna, Ariz.

Congratulations to Condr. and Mrs. B. R. LAMKA on the birth of their first daughter, Kirsten Camille, on March 7, 1978. The young miss has three brothers, Steffin, Garth and Sean.

Congratulations to Claim Agent and Mrs. O. R. BROWN on the birth of their second son, Eric Michael. The Brown's also have a son, Phillip, and daughter, Rachel.

Welcome and congratulations to W. A. HILL, who has been appointed Terminal Trainmaster at Stockton.

Best wishes to the following employees who retired in May, 1978:

Engr. EDWARD M. HALE entered service August 22, 1937, retired May 25, 1978, with 40 years 9 months service.



Locomotive engineer Edward M. Hale (left), who retired on May 25, 1978 after more than 40 years with WP, receives best wishes from road foreman of engineers J. H. Belmont of the Stockton yard.



Locomotive engineer Edward Hale and his lovely wife Geraldine smile and enjoy a retirement dinner in their honor held at the Stockton home of Erman Bills. The Hale's plan to move from Stockton to a new home near Pioneer, CA. in February, 1979.

Engr. ROBERT P. JOY entered service April 12, 1942, retired May 31, 1978, with 36 years service.

Egr. MARVIN L. COLUMBIA entered service September 28, 1937, retired May 31, 1978 with 40 years 8 months service.

Car Dept. Clerk FELIX MARTINEZ entered service August 30, 1953 retired May 31, 1978 with 24 years 9 months service.

Roundhouse Clerk WILLIAM G. WYMAN entered service November 17, 1960, retired May 31, 1978, with 17 years 6 months service.

Congratulations to the following employees who retired in June 1978:



Happy retiree Switchman David C. Smith, (center) who completed 37 years with W.P., poses at the Stockton yard on his last day on June 30, 1978. Offering congratulations are (l. to r.), switchmen J. L. Looney, J. L. Haigh, D. G. Kightlinger, R. M. Stowell, David C. Smith, locomotive engineer D. L. Hickson and switchman W. F. Mart.



Best wishes from his friends adorn a sign on the engine of locomotive engineer Marvin L. Columbia, who retired from the Stockton yard on May 31, 1978 after 40 years and 8 months service with the WP.

• Roundhouse Clerk ELSIE E. LORD entered service January 7, 1970, retired June 17, 1978. Prior to her retirement, Elsie was presented a plaque with a golden spike by BRAC Local SPRING, SUMMER, FALL, 1978



Receiving congratulations and a plaque with a golden spike award from BRAC Local Chairman J. W. Graham is Roundhouse Clerk Elsie E. Lord, who retired in Stockton on June 17, 1978 after 8 years and 6 months with the WP. Also offering congratulations is Earl Roeder, assistant shop superintendent.

Chairman J. W. Graham. Car Dept. Clerk VELMA PRENTISS baked and appropriately decorated a cake which was served to celebrate the occasion.

• Swmn. DAVID C. SMITH entered service June 26, 1941, retired June 30, 1978, with 37 years service.

Clerk VELMA PRENTISS has transferred to the Car Dept. at Stockton.



Posing just prior to retirement, the regular crew on WP's Stockton-Milpitas train, the "San Jose Turn," are conductor Bowser Burke, brakeman K. W. Twombly, locomotive engineer Ed Hale and brakeman Erman Bills. Behind them in the Stockton yard is newly-painted locomotive (F-7) #913.



Congratulations and a happy retirement go to Bowser Burke, (center), from his lovely wife, Violet, his son, (left), and grandson at a party at the Stockton home of brakeman Erman Bills, on June 30



Retirement party host Erman Bills extends congratulations to David Smith, Ed Hale and Bowser Burke who are surrounded by many friends in Stockton.

• Cndr. ROBERT E. (BOWSER) BURKE, JR., entered service October 22, 1935, retired June 30, 1978, with 42 years 8 months service. Bowser, who was the assigned conductor on the San Jose Turn, was honored by employees and customers along the line during his last trip June 29th, and his family surprised him by meeting him on his return to Stockton Yard.

On June 30th Bkmn. ERMAN BILLS and family honored Bowser, Engr. ED HALE (who was Engineer on the SJT prior to his retirement May 25th) and Swmn. DAVID C. SMITH with a party in their honor at their home in Stockton. (Erman is a member of the crew of the SJT).

Members of Bowser's family attending the party were his wife Violet, their son "Butch" and wife Shiela, daughters Susan and Carol and grandchildren John, Michael and Shelly.

Among the retired employees attending the party were Engr. R. W. and EDNA TURNER, who now live in Placerville; Cndr. C. A. and ALFREDA BURKETT, JR., Condr. JAMES and IRENE KILGOUR, Condr. MILTON and HAZEL MCCANN, Engr. JOHN and PAULINE TROW, Engr. VERNON and VIOLA BRAIN who now live in Vacaville, Engr. H. M. BROWN, Condr. FLOYD SEATON. Also attending were Engr. and Mrs. MARIO RAGUSA from Union City; Dispatcher RICK DITMANSON, from Sacramento and others too numerous to name.



Young Cassandra Grace Williams poses with her mother and her father, WP employee H. O. Williams, and a grandparent in Oakland.

KEN and HAROLD MEEKER constructed models of WP engine 913 and caboose 450 which were presented to Ed Hale and Bowser.

STOCKTON

Congratulations to the eight WP employees who retired in May and June of 1978 at Stockton with a combined record of 247 years and 11 months service between them.

7th grader John Godat Jr., of Stockton, son of yardmaster and Mrs. JOHN GODAT had a little help from his mother in maintaining his perfect service record for delivering the *Stockton Record*. Although convalescing in a hospital bed, John's customers all got their papers on time as usual. His mother handled his route for him during that time, a period of one month, and added an extra month of perfect service to John's record of 9 months. Congratulations to both John Jr. and Mrs. Godat.

OAKLAND

Lu Wheeler

Congratulations to Western Pacific employee H. O. WILLIAMS on the birth of his daughter Cassandra Grace Williams in Samuel Merritt Hospital, SPRING, SUMMER, FALL, 1978

Oakland, California on June 23, 1978. Cassie, as she is called, is a little angel with strawberry blond hair and blue eyes. She weighed five pounds, ten ounces at birth and had more than doubled her weight and added three inches to her height by the time she was two months old, when she was twelve pounds, eight ounces and 22 inches tall.

Hooray for the clerical forces of Oakland who won "Safety Hats" for the month of July, 1978 for having no personal injuries. Engineers won the same award the next month, August.



Some of the clerks in Oakland who won "safety hats" for the month of July display their awards to the camera. From left to right are Ken Lamph, Gloria Monroe, Mary Oatis, standing, Lu Wheeler in front, Jim Quinn and Gil Moraven.



A party for clerks Arnold Skootsky and Walter Harper was held in the General Office on the occasion of their retirements. Presenting awards are R. G. Meldahl, (right center) Vice

President of Marketing, Arnold Skootsky, Walter Harper, and Bill Miller, (left center) General Chairman of the B.R.A.C., adjoined by many friends and co-workers.

SAN FRANCISCO

Editor

Best wishes are in order for WALTER H. HARPER, who recently retired after 41 years of service with the WP. Walter hired on as a crew caller in Portola in 1937, and from 1938 until 1942 worked in the freight sheds at Sacramento, Stockton, Oakland, and San Francisco. From 1942 until 1945 Walter served in the Army Air Force, and rejoined the WP as Yard and Interchange Clerk at the San Francisco Freight Office in 1946. In 1960 he worked as Steamer Desk Clerk, and in 1971 was promoted to Assistant Head Clerk, International Sales. Walter had worked as Head Clerk File & Mail Room, Marketing Department at the General Office from 1976 until his recent retirement.

Best wishes for a happy retirement go to ARNOLD S. SKOOTSKY, who recently retired from the WP after 44 years of service.

Arnold joined the WP in 1934 as a messenger at the San Francisco Freight Station. He was promoted to junior clerk in 1935, and from 1937 until 1952 served as head waterfront clerk, PU&D clerk, bill clerk, export clerk, and head export clerk. In 1954 he worked as an accountant, in 1955 became cashier, and was promoted to

Chief Clerk in 1956. Arnold served as Head Export Clerk from 1967 to 1971, and had held the post of Head Clerk-International Sales from 1971 until his recent retirement.

Arnold makes his home at 1387-41st Avenue in San Francisco.

Congratulations to clerk CHARLES B. LINDSAY, in the Auditor of Revenues department, on his retirement after 32 years and five months service. A retirement get-together was held for Charles on August 18, in San Francisco.



"Thank You For a Job Well Done" are the words on the cake in honor of Charlie Lindsay at his retirement party in August, 1978, at San Francisco.



Retiring Chief Clerk Mildred Cox receives congratulations from Manager of disbursements John Etchebehere. Mildred is surrounded by her many friends at a cake and coffee reception in her honor in the accounting department, at San Francisco.

Congratulations to MILDRED COX on her retirement after 22 years, 9 months of service. Mildred first went to work for WP at the 8th and Brannan freight office in San Francisco. A cake and coffee reception was held in her honor in the accounts department on her last day of employment.

Assistant Chief of Sales and Service, Chief of Sales and Service, and Office Manager.



Mileposts extends best wishes for a happy retirement to ART M. ALLEN, who recently completed 40 years of service with WP. Art retired as Assistant to Vice President-Marketing.

Joining the WP in 1937, Art served as rate clerk, head clerk-commerce, Sales Representative-San Francisco,

Best wishes for a happy retirement go to Art and his lovely wife Laura on the occasion of his retirement after 41 years with the W.P.



Congratulations to General Sales Manager-West Ron Tofanelli on his election to director of the San Francisco Transportation Club. The officers for the '78-'79 term pictured above are: first row, (l to r) Gene Swanson, Matson; Gerald Martin, ASARCO, Charles White, Santa Fe; Jim Gallager, Flintkote Co., second row, (l to r) Wayne Matzen, SPT, Jim Falk, Kaiser Aluminum & Chemical, Joe Scalzo, BN, and Ron Tofanelli, Western Pacific R.R.

In Memoriam...

Orvie D. Aldridge
 Elmer F. Anderson
 William T. Baker
 Earl D. Balmer
 Estelle B. Bentz
 John L. Bess, Sr.
 C. C. Blackman
 James C. Bliss
 Wallace J. Bradley
 K. W. Browning
 Ralph Brusco
 Vito Calava
 James B. Carlisle
 Ken Carlson
 David R. Christman
 Walter Clark
 James R. Clevenger
 Charles G. Clontz
 Harold J. Coldsmith
 William B. Cook
 Floyd M. Copeland
 Glen F. Cox
 Benjamin H. Crabtree
 Leroy B. Curtiss
 James W. Daniel
 Anthony B. Day
 Richard Duncan, Jr.
 K. K. Dunton
 Clarence L. Elliott
 F. Ellsworth
 Edgar E. Ensele
 Jessie V. Evans
 William J. Ferguson
 Claude E. Finley
 D. A. Ford
 William L. Frey
 George J. Gale
 Demetrio Garcia
 Winton W. Garst
 Theas N. Garfield
 P. Glover
 Cesaric Gomez
 George P. Graves

Wilber F. Goldsberry
 Ted A. Harris
 E. V. Hawkins
 Harold D. Hayden
 D. F. Hays
 Harry W. Holbrook
 J. V. Holcomb
 Gerald L. Housen
 Jimmie D. Housen
 Manuel Huerta
 Warren I. Tillery
 Thomas A. Jensen
 Wesley P. Jopson
 Herbert Keil
 John E. Kennedy
 Boyd C. Kent
 W. W. Kerkmann
 Vince S. Latino
 Richard E. Lipanovich
 Henry H. Loyd
 James A. Manahan
 George J. Marrs
 Lace L. May
 Mack McDaniels
 Lawrence E. McElroy
 Edward McGhauey
 Horace W. Miller
 Frank Mlaker
 Amededo A. Montamelli
 Leo M. Morris
 George Naylor
 Grayce J. Newland
 Jose Orazco
 Godfrey H. Orchard
 Leonard Padson
 Alex P. Panos
 Paul E. Parmenter
 Floyd J. Parker
 Tommie Warren Parker
 Richard S. Pattison
 Leslie H. Paul
 W. I. Williams
 R. M. Yniguez

Margaret W. Pedrotti
 Pedro Perez
 Harry F. Perrine
 Lester Noel Peterson
 Robert L. Poppett
 Lyle E. Pullen
 Benito Rodriguez
 Acel L. Quigley
 Daniel F. Robbins
 William T. Sandtroek
 William L. Sanrope
 J. L. Saxon
 Henry F. Seavers
 Velma Shaw
 Neva L. Shea
 Jesse C. Shoemaker
 Vina Shostrom
 Clifton W. Sinclair
 G. F. Smith
 John Smith
 Herbert W. Spencer
 Audrey F. Stafford
 Merrill G. Stevens
 David C. Stewart
 Lester B. Sterrett
 Reuben E. Swanson
 Leonard J. Tadson
 Gordon M. Taylor
 Henry de P. Teller
 Alta A. Thomas
 Hartie Thurston
 Sylvester C. Tidwell
 William T. Tucker
 A. R. Vaccaro
 Albert A. Van Buren
 John S. Vinton
 Robert Lee Wallis
 John S. Walker
 Willard Walters
 Marvin Weaver
 Albert Wadkins



Fred Sweeney, service representative, Chicago, presents the diamond necklace he received after completing 30 years with Western Pacific to his wife, Therese as his Chicago office staff joins in congratulating him on the occasion of his retirement on April 12 1978. From left to right are Carol Copak, John Friedman, Don Landgraf, Bill Leslie, Therese Sweeney, Kathy Burke, Fred Sweeney, Jack Mooney, Larry Leger and Hank Sallee.

CHICAGO

P. R. McElheney

Best wishes to FRED SWEENEY, Service Representative, Chicago who completed 30 years of service with the W.P. on April 12, 1978. The Chicago office staff joined in congratulating Fred who chose the diamond necklace to present to his wife, Therese.

Congratulations to JOE MOORE, Resident Sales Representative in Charlotte N.C. who retired on June 15, 1978 after 27 years of service with the WP. Joe began his career with the WP as a ticket clerk in our Washington, D.C. office. Prior to moving to Charlotte in 1958, Joe was Sales Representative in Cincinnati, Ohio. On June 9, BILL MCGRATH, AVP-Sales, DICK MCELHENY, General Sales Manager-East and JACK HOPPENJANS, Sales Manager hosted a dinner party in honor of Joe and his wife, Millie.



Milepost 246 (looking east) is located in the heart of the Feather River Canyon, one and one-half miles west of Merlin Siding. This view of MP-246 provides a close up look at a portion of WP's network of safety slide fences designed to warn all oncoming trains and crews of possible danger caused by an earth slide. One broken wire will automatically set up red signals for this section of track and alert the train dispatcher in Sacramento. PG. SPRING, SUMMER, FALL, 1978

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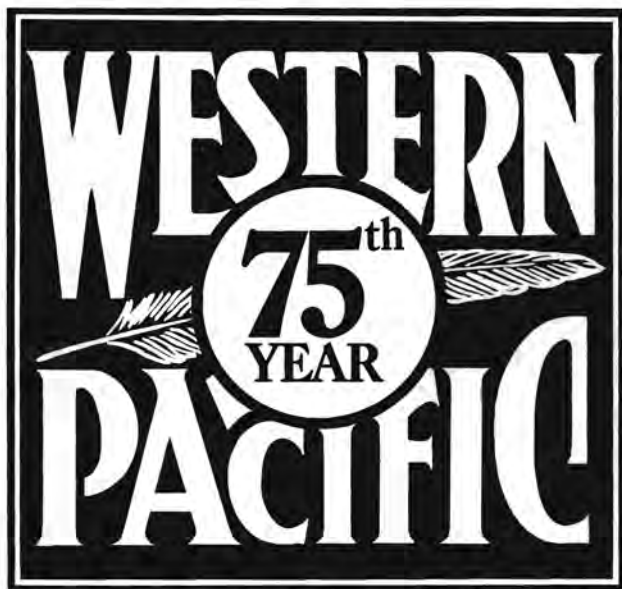
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WP's 75 Year History



-Part 1