

WESTERN PACIFIC

Mileposts

WINTER '75-SPRING '76



SERVICE AWARDS PROGRAM

SERVICE AWARDS
10 TO 20 YEARS



ACCESSORY SELECTIONS—25 YEARS SERVICE AND ABOVE



A. Brooch



C. Necklace



D. Money Clip



B. Bracelet



E. Tie Bar



F. Tie Tac-Lapel
Pin Combination

#304
500

New Changes In Anniversary Program

Jewelry For Employees

In July 1974, the personnel department began to completely revise our service award program. Early 1976, the first of the new awards were issued. The inside color page depicts the new jewelry for the program.

In the past, the awards carried the number of years service, but now service will be reflected by jewels, either emeralds or diamonds. The jewelry for years of service program works like this:

- 10 years service—1 emerald
- 15 years service—2 emeralds
- 20 years service—3 emeralds
- 25 years service—1 diamond
- 30 years service—2 diamonds
- 35 years service—3 diamonds
- 40 years service—4 diamonds
- 45 years service—5 diamonds
- 50 years service—6 diamonds

The new program went into effect on January 1, 1976 with several changes in the method of ordering and presenting the awards. It will no longer be necessary for employees or supervisors to request the award. The personnel department will screen employee records each year and determine service.

Those due for 10, 15 or 20 year awards will automatically receive their award, usually during the quarter in which they have their service anniversary. These awards are shown on the red portion at the top of the inside cover. No jewelry options are available until the completion of 25 years of service.



At 25 years and beyond, the personnel department will mail a brochure to the employee the quarter before the anniversary date. This brochure will ask for the employee's selection of jewelry and that the selection be returned to the personnel department within 30 days. This is necessary because each award after 25 years must be ordered individually to suit the desires of the employee. As you can see, a wide choice of accessories are available. The current selections, depicted on the blue background of the inside cover, include: money clip, tie bar, tie tac-lapel pin combination, brooch, necklace and bracelet.

Another change in the program is that the awards become the property of the employee and are not returned when the next award is due. So, a male employee may select the necklace option at 25 years for his wife and a tie bar for himself at 30 years, and so on. The accessories are all first quality 10k gold plated.



will come packed in an attractive permanent gift jewelry box. For those who are interested, the emeralds are synthetic, but the diamonds are real and classified six point Ao2.

The new program was created with much thought and is meant to be a symbol recognizing that loyal and cooperative employees are one of the major ingredients in the success and growth of our business. The personnel department would be most appreciative of employee comments on the new program.

The brochures for the first six months of 1976 have already been sent to employees, and orders have been placed. The awards, including those for less than 25 years, should be available for presentation sometime in late May or early June. If you have a service anniversary between January 1, 1976 and June 30, 1976 for 25 years and beyond and have not received a brochure, please contact the personnel department in San Francisco.

Brochures for the third quarter anniversaries have been mailed recently and the personnel department hopes to be on schedule for presentation at that time. Since this is a new program, previous awards are not being replaced. However, the last award to which a person was entitled upon retirement after January 1, 1976 will be in the form of one of these new awards.

As an example, employee-Smith has 27½ years service and was already awarded the old 25 year pin. If Smith retires during 1976 or after, but before reaching 30 years service, he (she) will be entitled to the new 25 year award upon retirement.

All of the new awards will be presented at appropriate ceremonies and



Assembly of service award shield at O.C. Tanner plant in Salt Lake City.

Note: Starting January, 1976, the list of service pin anniversaries is on the computer. Mileposts will list the 1976 'Anniversary Report' in the next issue.

WP safety program



Tony Grajeda is a Western Pacific carman at Milpitas, Ca. with 13 years service and NO INJURIES. In the above poster note the proper stance and braced position while straightening a bent cut lever bracket.

This is another in the continuing series of "personalized" safety posters distributed system wide featuring Western Pacific employees, with excellent safety records, photographed at their jobs. Jim Brown, director of rules and safety, has developed the program to demonstrate a SAFE way to perform our work. The posters are displayed at many "on line" terminals to remind all of us to always THINK ABOUT SAFETY.

New Industrial Park Opens



Augustin Hunnecas, President of Paul Mason Aging Cellars addressed a group of representatives from WP, Cabot, Cabot, and Forbes, the city of San Jose, and other dignitaries during

the dedication of the new distribution center, on September 19, 1975. The ceremonies took place in front of the modern entrance to the distribution center's offices.

WP's Industrial Development Department is constantly working with private industrial park developers such as Cabot, Cabot and Forbes, coordinating efforts towards developing industrial parks throughout Western Pacific service areas in California, Nevada, and Utah. An example was the old San Jose Remillard Brick Yard, which consisted of 100 acres of potential industrial land near the WP in San Jose. Paul Mason, one of the nation's largest winemakers (since 1852), was extremely interested in the site for use as a central distribution center. It was WP industrial developers who brought the parties together to create a new WP-served in-

dustrial park.

WP coordinators for this particular project included a team headed by Alex P. Victors, Vice President, Industrial Development; D. L. Hocker, Jr., Manager, Industrial Development; and John C. Dullea, Sales Manager, Marketing Dept., San Jose. Also contributing to this effort were WP's Engineering Dept., which designed the location of the tracks to the specifications of the Winery, and the Operations Dept., which set up the schedules for the switching and handling of cars, to and from the warehouse.

The formal dedication of the Paul Mason Aging Cellars took place in September 1975.



The center is adjacent to the WP San Jose yard. Located on Story Road, the center sits at the junction of Highways 280 and 101. The site purchased by Paul Mason is designed to allow for future expansion. Shown here, in the

background, is the north end of the building, which facilitates easy loading into rail freight cars. The wine and spirits are leaving the warehouse and distribution center enroute to destinations throughout the country.





Delivery of plates from steamship to railroad yard was handled on WP Transport Co. flatbed.



Huge cranes were used to off-load plates, in preparation for placing them aboard railroad cars.

Unusual cargo goes via WP

Facing the prospect of an unusual cargo is only one of the aspects of railroading—and WP found itself confronted with just this sort of thing last year. Thousands of tons of steel plates up to 60 feet in length, 14 feet in width, and weighing 45,000 pounds, had arrived in Alameda and Oakland from Japan, destined to Bucyrus Erie Company in Pocatello, Idaho. Bucyrus Erie has contracts for construction of the world's largest draglines and power shovels to excavate coal from deep within the earth's crust, adding millions of tons to the nation's useable coal reserves each year.

The problem was to devise a way to transport these huge sheets within allowable clearances. However, the cost to the shipper of building supports on the flatcars would make it cheaper to ship by truck, and WP faced the prospect of losing this valuable business.

The solution was to provide the shipper with specially equipped cars to hold the steel plates in position.

WP's marketing and mechanical departments devised the modifications for eleven cars, which allowed the plates to safely travel to their destination. On two cars, steel braces were erected, so that the sheets could be lowered by crane, pinned in, and held tightly upright. On three gondolas, wooden blocks were placed along the insides of the cars to hold the plates at the proper angle. These blocks assisted in balancing the bulky cargo, so that it would not lean over the car's edge. On six flatcars, metal bolsters were built to hold the plates securely in a horizontal position, to prevent shifting sideways.

The equipment was engineered and designed by WP mechanical engineers Bill Wolverton and Jim Perry under the direction of Chief Mechanical Officer Bob Mustard. John Saftner, Market Manager, and Dick McClay, Assistant Market Manager, worked with John Harkness, Sales Manager, Salt Lake City, to coordinate with the shipper.



A member of WP's mechanical department attaches a wooden block to the inside of a gondola.



Metal bolsters prevent these horizontally-placed plates from sliding sideways.



Huge cranes and a certain amount of care were used to lower the plates into a waiting gondola.

Steel braces hold the plates securely, ready for the ride to Pocatello, Idaho.



Hollywood takes to the rails....

“Bound For Glory”



A steam engine pulling a line of freight cars clatters down the tracks, the wind whistling against her sides. Inside one of the cars, several hobos crouch and huddle, viewing the panorama of endless orchards that whizzes by. There is the flicker of a skirmish; and suddenly this erupts into a full-scale fight as two of the men are forced to match punches with the others. They scratch and claw for survival, but it seems almost certain they will be pushed out onto the tracks below...

The above sequence, appearing in the United Artists film “Bound for Glory,” was actually shot aboard a WP freight train last September. Starring David Carradine, of television’s Kung Fu fame, the film depicts the true-story adventures of folksinger Woody Guthrie as he hoboed his way from Pampa, Texas to Los Angeles.

Although scheduling the film company’s movements with those of the

railroad presented a number of problems, United Artists’ producers did not care to use the easier method of filming the freight train shots in a motion picture studio.

“We wanted to capture the authentic flavor of hobo life aboard a freight train in the 1930’s,” said producer Robert F. Blumofe. “And thanks to the cooperation of Western Pacific, this was made possible.”

The entire process, however, was not as easy as it sounds.

First of all, a McCloud River Railroad steam engine (constructed in 1918) had to be brought into action. Used mainly for special excursions and movies during the past twenty years, the engine was treated to a general overhaul at McCloud, California. Her rods were then removed, and the locomotive was pulled along the rails to Stockton, near the movie site.

Film sequences with this engine

• Filming of “Bound For Glory” on WP’s Altamont Pass with mock up steamer.



“Bound For Glory”



Director Hal Ashby instructs actor David Carradine on the mechanics involved in an upcoming scene. The brave enginemen pose in the cab of steamer #25: WP fireman Gene Diegal, Mc-

Cloud River Railroad engine messenger Jack Jordan (retired), and WP engineer Ed Hale. All three worked aboard the engine during steam operations around Stockton, and along the Tidewater Southern.

took place along the WP and the Tidewater Southern and at the Stockton yards. The orchards in these areas resemble the ones Guthrie passed in Southern California—orchards which have long since disappeared in place of housing developments and city streets.

WP fireman Gene Dietal and WP engineer Ed Hale ran the engine during these shots. They had worked aboard similar engines during steam operations around Stockton in the 40's. McCloud River RR engine messenger Jack Jordan was brought temporarily out of retirement to also assist in this task.

Filming of the fight scene, however, occurred on the Altamont siding, just east of Livermore. A movie camera was fitted onto one of WP's high-railers to capture close-ups of the men struggling inside the freight car. Racing parallel along the siding, the high-railer caught each bit of slugging action as the thirty-car train surged

forward at thirty-five miles an hour. Total time elapsed for this relatively short segment of filming was three weeks.

Although it was one of WP's diesel engines that pulled the train during this fast-paced scene, United Artists' producers wanted to take no chances in ruining the movie's authenticity—after all, in the 1930's diesel engines hadn't even been invented yet! To compensate for the few distant shots when the head of the train would be seen, the movie company placed an artificial steam engine directly in front of the diesel. It was a flat car, actually, with the wooden outline of a boiler depicted on its left side. Billowing black smoke at regular intervals, it came across as the real thing during those few quick instances before the camera.

And if you're wondering whether or not Guthrie was actually pushed out of the train, well, we suppose you'll just have to wait and see the movie.

• Filming of "Bound For Glory" at Stockton, Calif. on WP, with McCloud River Railroad's number 25.



Director Hal Ashby calls for silence before the shooting of a scene in "Bound For Glory."



Special thanks to the photographer for United Artists Corporation, Ted Ashton, and freelance photographer Ted Benson.



“Bound For Glory”

• Filming of "Bound For Glory" on the Tidewater Southern between Stockton and McHenry with M.R.R.'s old #25.



Steamer #25 stamps across the Stanislaus River trestle at a brisk pace, high cars lolling in her smokey wake. The engine, working on the Tidewater Southern, brought back memories of the early days of railroading in the valley.

"Nobody around here can believe all the unusual happenings of that day with the locomotive #25 on the Tidewater. You might borrow Tidewater Southern agent Dan Gooderum's comment as typical: 'It wasn't the train so much as the feeling.' One nice thing about Bound For Glory . . . if they didn't deliver the actual substance, they sure did capture the dramatic presence of the steam age."—Ted Benson

—Ted Benson



A helicopter and camera pace the engine at a low altitude, gathering action footage near Turner on the run back to Stockton.



Japan study team visits Bay Area



Posing in the Western Pacific Railroad yard, in Oakland: the delegation of 24 transportation and distribution officials, and their hosts. First row, third from right: Hiroyoshi Sugimori, Suntory Limited. Back row, far left: Burt Pennington, Western Pacific Transport Co.; second from left: C. R. McNeil, Manager, Inter-mobile Sales.

Last January, Western Pacific, with cooperation from the Port of Oakland, arranged and conducted a special tour of Western Pacific intermodal facilities at Oakland and the Port of Oakland, for 24 transportation and distribution officials of Suntory Limited, Japan's largest producer of wines and spirits. The Suntory study team visited the Bay Area as the final stop of a nation-wide tour, and the visit here was a Western Pacific exclusive.



Introductions of the West and the East. A. E. Perlman, Chairman of the Board, Western Pacific Railroad and Hiroyoshi Sugimori, Manager, Physical Dist. Dept., Suntory Limited.



Western Pacific Transport Co. hosted the demonstration of loading and unloading of cargo in containers and trailers, at the Oakland Terminal TOFC (Trailer On Flat Car) and COFC

(Container On Flat Car) ramp. This provided the Japanese visitors the opportunity to see how quickly and easily railroad cars can be loaded with today's modern equipment.





Robert G. Tindall, Vice President, Chipman International, Inc. (Warehouse and Distribution), explains the modern warehouse meth-

ods of stacking, making stock easily accessible with a fork lift.



Members of the delegation applaud Hiroyoshi Sugimori's thank you speech to the Western Pacific and Port of Oakland hosts who saw to it that the tour was most educational and informative, and designed to their special interests. Seated at the head table were (left) D. L. Loftus—Dir-Intermodal Development (WP); Akira

Nishikawa — Mgr., Nippon Express Co. Ltd.; A. E. Perlman—Chairman of the Board (WP); Hiroyoshi Sugimori—Manager Physical Distribution Dept. Suntory Limited; R. G. Meldahl, V.P.-Marketing Dept. (WP); Robert W. Crandall—Mgr., Marine Terminals-Port of Oakland; and A. P. Victors — V.P. Industrial Development Dept. (WP).

A Caboose Becomes a Home



Ex-WP caboose 619 became Helen and Elsie's home in 1968. A second caboose, SP 1125, was purchased and restored into their new and "different" gift shop, which opened for business in July, 1972. Called "Two Caboose,"

this home and shop for antiques and garden art is located at 5351 Albion Little River Road, Little River, Ca. 95456, south of Mendocino, CA. off of Hy. 1.

It took a few years, lots of hard work and a little help from their friends, but Helen Wolters and Elsie Fraser were able to turn WP caboose 619 from a junkyard heap into a beautiful home.

Helen and Elsie found a perfect spot for their unusual home—the pine and redwood forest of Mendocino County, California.

They bought the caboose in March 1965 from the Purdy Company, who bought it from the WP in 1961.

The 619, originally built in 1916 as box car 15716, was converted into a combination caboose, baggage and coach car in 1937. In September 1952, it was brought to Sacramento Shops for repairs and was renumbered 619.

A pot bellied stove adds a homey touch to 619, and, just in case company arrives to spend the night, the two original overhead bunks are still intact.





Fifty Years With WP—

Mario Ragusa is a man whose endurance is as strong as the WP steam engines he used to drive—stronger, even. The steam engines have long since fallen into retirement while Mario, who is 68, has no intentions of stepping away from the railroad business.

A fifty-year WP veteran now living in Union City, California, Mario could have retired long ago. It was a few years back, however, that he wrote to the railroad superintendent, asking for permission to stay on the job; and, after passing a physical exam, he was given the green light.

Even as a child, as he was growing up in San Francisco and Oakland, Mario was all but itching to be an engineer. His father died when he was fourteen, and in order to bring food into the household, Mario slipped into his first railroad job.

"I got a job working on the rip track," he says. "The money was good. I was out in the open, not confined."

In later months, Mario worked as a machinist's helper in the roundhouse at Oakland, where the engines were overhauled. Then he became a

fireman and, finally, an engineer.

He has run trains hauling freight between San Jose and Stockton, and during World War II worked logging operations out of Westwood in Lassen County, California.

"The log run was nice," he says. "I was in the mountains and the air was crisp and clear. We paid \$20-a-month rent and 50-cents-a-day for food at the logging camp. I made it home only once a week. But my wife didn't mind. She was used to my being away."

His favorite route? That would be the California Zephyr streamliner train between Oakland and Oroville.

"The Zephyr was best," he says. "I worked four-and-a-half hours a day, was paid \$100-a-day, and got two days off."

It was in 1970 that the Zephyr made its final run over the WP. Mario wasn't too disappointed, though. He considers his current assignment, working the local freight from Fremont to Union City and Hayward, a top choice.

The Ragusas have reinforced their WP ties through another member of the family; son Mario, Jr., also a WP

engineer, has been with the company for twenty-five years. Two other grandsons have also worked for the railroad.

Ragusa says that he prefers the present-day diesels over the steam locomotives that he used to run.

"Working a steam engine was like sitting on a case of dynamite that could go off if you didn't handle it right," he says. "But you can handle a diesel with one finger." He thinks about this for a moment and lets his

mind glaze fondly into the past. "But, you know, sometimes I wish I could get back to a steam engine," he says.

Has there been any particular reason that would compel a man to stay with one job for so long?

His wife of 48 years, Evelyn, offers her concept of the whole situation.

"I think he feels they can't go on without him," she smiles.

The Ragusa senior family resides at 2618 Stanford St., Union City, California.



Here is a family get-together at the Ragusa family home in Union City, California. From left to right—standing: Mario, Sr.'s lovely wife Evelyn, grand-daughter Kelly Ragusa, engineer Mario Ragusa, Jr., engineer Mario Ragusa, Sr., grandson Derrol Ragusa, daughter

Karon Tabor, son Bruce Ragusa, daughter-in-law Terry Ragusa with grand-daughter Leslie, (left front row) daughter Nancy Ryon with grandson Kevin, and (center) grandson Sean Tabor. On August 5, 1976 Mario, Sr., began his fifty first year of active service on the WP.



Leo Kaminsky



Duncan W. Edwards



Dennis Van Wagner

Appointments

Marketing

Leo Kaminsky was promoted to sales manager—Pittsburgh Sales Territory on September 1, 1975. Leo joined the WP in 1953 as a chief clerk in Pittsburgh. He became a sales representative in 1956, and he held that position in Detroit, Cleveland and Buffalo. Leo's most recent assignment was senior sales representative—Buffalo Sales Territory, a position he held since 1968.

* * *

Duncan W. Edwards was appointed Market Manager-Bulk Materials on January 5, 1976. Taking his bachelor's degree in Marketing and Transportation at Oklahoma State University, he went on for his master's degree at Auburn University in Auburn, Alabama, in 1971. Prior to being employed by WP he worked in the capacity of Supervisor of Market Research for a total energy resources company. He is a member of the American Society of Traffic and Transportation, and also holds a membership in the American Marketing Association. Duncan, who lives in Concord, California, is based at the San Francisco office.

The following promotion was recently announced by R. G. Meldahl, Vice President-Marketing:

W. R. Maclay to the position of Assistant Market Manager-Machinery, Metals and Transportation Equipment.

WP Transport Co.

Dennis Van Wagner has been appointed Director of Sales and Marketing for the Western Pacific Transport Company, a wholly-owned subsidiary of the Western Pacific Railroad Company.

Van Wagner replaces Pete Blaszkosky who has been appointed Northwest Regional Manager for the Transport Company at Portland, Oregon.

Van Wagner was previously Sales Manager-Bay Area for ONC Motor Freight Systems of San Leandro, California.

A native of Norristown, Pennsylvania, Van Wagner attended Sacramento State College and Chabot College, majoring in business and transportation courses.

His responsibilities will now include overall sales and marketing functions of the company.

Transportation

The following appointment was announced recently by superintendents J. C. Lusar and C. G. Yund:

C. L. Rowe is promoted Chief Train Dispatcher, WP, SN, and TSR.

Western Division

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

R. D. Cox appointed Terminal Superintendent, Milpitas-San Jose.

K. L. Maybury promoted to Terminal Superintendent, Stockton.

J. P. Lorda appointed Terminal Trainmaster, Stockton.

G. M. Christ appointed Terminal Trainmaster, Oakland.

D. S. Black promoted to Trainmaster, Sacramento.

D. C. Miller promoted to the new position of Assistant Supervisor-Signals and Communication, Keddie.

L. B. Chapman, Jr., promoted to Track Supervisor, Sacramento.

J. M. Dunn promoted to Division Engineer, Sacramento.

C. Aadnesen appointed to Assistant Division Engineer, Keddie.

L. E. Daniels promoted to Assistant Roadmaster, Oakland.

W. M. Giroux promoted to new position Division Trainmaster, Portola.

R. E. Sherwood promoted to new position Division Trainmaster, Oroville.

R. P. McCarthy appointed to new position Trainmaster, Oroville.

L. Brown promoted to Assistant Agent, Oakland.

D. L. Mitchell promoted to Terminal Trainmaster, Milpitas-San Jose.

R. W. Ridinger promoted to Assistant Trainmaster-Agent, Milpitas-San Jose.

E. S. Lacey, appointed Roadmaster, Oakland.

J. M. Jessen promoted to Roadmaster, Sacramento.

C. D. Jones appointed Assistant Roadmaster, Oroville.

P. R. O'Kelly promoted to Assistant Roadmaster, Keddie.

Eastern Division

The following promotions were recently announced by J. C. Lusar, Division Superintendent:

C. T. Mallory to Transportation Superintendent, Elko.

R. L. Jackson to Roadmaster, Salt Lake City.

J. L. Wallis appointed Road Foreman Engines, Elko.

Engineering

The following appointments were recently announced by A. W. Carlson, Chief Engineer:

E. L. Wall appointed to new position Traffic Control System Engineer, Sacramento.

D. D. Dali promoted to new position, Engineer-Roadway Material and Operations, Oroville.

M. K. Anderson appointed to new position, Engineer - Track & Structures, Sacramento.

D. R. Applegate appointed Track Inspection Engineer, San Francisco.

Personnel

The following promotions were recently announced by T. R. Green, Director-Personnel:

K. R. Peifer to the position of Manager-Labor Relations.

R. W. Bridges appointed to position of Labor Relations Officer.

They Have Retired



In the planning of the Pat Sullivan retirement dinner Nick Anguilo came up with the grandest of ideas for a complete surprise finish. And it was no less than the John F. Kennedy High School marching band, complete with

honor guard, which proceeded to march and play right through the Woodlawn Inn dining room. This was a send-off Pat and Phyllis will never forget . . . nor will their guests.

Patrick Sullivan

The Sacramento area is still talking about their most celebrated retirement dinner in 1975 honoring engineering department's Superintendent-Maintenance Operations at Sacramento—Patrick Sullivan. Pat started his career in 1949 and worked in various positions in the engineering department until his promotion to Superintendent. Pat concluded his twenty six and one half year service in grand style at a retirement dinner party held in his honor at the Woodlawn Inn in

Sacramento on November 30, 1975. The high point of the evening was when "M. C." Cliff Gerstner introduced a real show stopper. This came in the form of the marching band of the John F. Kennedy high school—with honor guard. Pat and Phyllis Sullivan felt it was a most memorable evening to spend with their friends and co-workers, who came to wish them a happy retirement. (Note: Pat's comments under 'Letters Received'.)



Pat and his lovely wife Phyllis stand near "his likeness" during this evening of wonderful surprises.

Leo F. Delventhal

LEO F. DELVENTHAL, manager logistical services, San Francisco, retired in September, 1975, with over 41 years of service to WP. Beginning his career as a clerk, in 1934, Delventhal eventually worked his way up to the position of assistant car distributor. By 1949 he was a transportation in-

spector and, later, a transportation engineer. He became the manager of marketing field services in 1962, and assumed the job of manager, logistical services in 1973. This is the position he held when he retired, on September 30.



H. G. Meldahl, (right) V. P. marketing, presents Leo F. Delventhal, Jr., manager, logistical services, with a retirement gift of a model of a WP locomotive. Looking on are (left) D. H.

Copenhagen, dir. of equip. planning, and J. M. Ostrow, asst. V. P., market development. Delventhal retired after 41 years, 2 months of service.

They Have Retired

Chief Mechanical officer R. W. Mustard presents Robert Bradley a token of the companies appreciation for his nearly 40 years' service with the WP, while his lovely wife Joyce (left) looks on with the many well-wishers who attended the Oakland luncheon held at the Elegant Farmer.



Robert J. Bradley

Robert J. Bradley, assistant master mechanic in Oakland, retired last November at age 60, ending a career with the WP that spanned nearly 40 years.

Robert was first hired as a 39-cent-per-hour laborer in 1936. Except for four years in Sacramento as a car foreman, Robert spent his railroading career in Oakland. When he returned to Oakland from Sacramento in December 1973, Robert was promoted to assistant master mechanic.

During World War II, Robert was in the Army Transportation Corps and spent 20 months in India working on railways.

A native of Texas, Robert came to California in 1932 with his father, Wallace J. Bradley, who also worked for the WP as a car foreman and is now retired.

Robert and his wife, Joyce, plan to travel, although they have no definite plans. Robert and Joyce now live in Walnut Creek, but a permanent move back to Texas could be in their future.

Their current address is 1335 Mount Pisgah Road, Walnut Creek, Ca. 94506.



All the best and a very happy retirement go out to Bob and Joyce Bradley upon retirement.

Van O. Davison

Congratulations to VAN O. DAVISON, assistant manager, freight claims department, San Francisco, who retired last November after 38 years, 8 months with the company.

Among the well-wishers at Van O. Davison's retirement party at the San Francisco office last November were (l. to r.): Bob Brew, Robert Irving, Andrea Thompson, C. E. Shipman, Len Lambert, G. T. Hayhurst, "Van," R. J. Whitman of Whitman Sales, Ron Bennett, Bob Edwards, Jim Perry, Kathy Holiday, Sam White, Elaine Grissetti.



W. S. (Bill) Cope

W. S. (BILL) COPE, manager labor relations, San Francisco, has also left our ranks, having retired in September, 1975. He was with the company for 39 years, 3 months.

W. S. (Bill) Cope retired on September 30, 1975. Fellow workers and friends who were on hand to wish him well in San Francisco, included (l. to r.): Lou Fischer, Bob Brew, Barbara Adams, Dick Bridges, Jim Brown, "Bill," Ken Peifer, Bill Reid, Bill's lovely wife, Eileen Cope, Bob Edwards, Merry LaBonte, and Tom Green.



They Have Retired



W. S. (Bill) Cope and his lovely wife Eileen receive many good wishes for a happy retirement at a cake and coffee reception in the general office after more than thirty nine years' service with WP.

Dorothy Ann Alderman, clerk, San Francisco, 32 years.

Peter H. Bellamy, asst. supervisor car service, Oakland, 27 years, 7 months.

Robert J. Bradley, asst. master mechanic, Oakland, 39 years.

E. J. Bromell, boilermaker, Sacramento, 39 years, 8 months.

Ralph Brusco, car inspector, Sacramento, 38 years, 8 months.

Nick Cabitto, lead mach., Stockton, 30 years, 4 months.

Ricco J. Cervetti, clerk, Sacramento, 30 years.

J. W. Charles, chief cook, Oakland, 30 years, 3 months.

Walter L. Chapman, roadmaster, Sacramento, 32 years, 6 months.

Wilbert S. Cope, manager labor relations, San Francisco, 39 years, 3 months.

Delmar W. Clark, switchman, Oakland, 17 years, 10 months.

Van O. Davison, assistant manager freight claims dept., San Francisco, 38 years, 8 months.

Leo F. Delventhal, Jr., manager logistical services, San Francisco, 41 years, 2 months.

Ora L. Dugger, hostler, Stockton, 30 years, 6 months.

Wendell C. Earley, plumber, Stockton, 32 years, 9 months.

Walter A. Elbert, car inspector, Elko, Nevada, 26 years, 11 months.

E. L. Elliott, crane operator, Oroville, 21 years, 5 months.

James W. Evans, engineer, Portola, 34 years, 8 months.

Robert A. Failing, clerk, mechanical dept., San Francisco, 33 years, 11 months.

George P. Fields, clerk, freight claims, San Francisco, 32 years, 2 months.

Roy T. Fleming, clerk, San Francisco, 29 years, 6 months.

Mildred H. Gates, laborer, Stockton, 30 years, 11 months.

Roosevelt George, laborer, Stockton, 12 years.

Gerald J. Gervais, conductor, Portola, 32 years, 10 months.

Leonard W. Hall, switchman, Sacramento, 22 years.

Maurice W. Hammond, supt., transportation, Elko, Nevada, 39 years, 3 months.

Ray L. Hansen, conductor, Salt Lake, 39 years.

Clayton E. Heineman, carman, Oroville, 31 years.

Robert A. Henderson, terminal supervisor, San Jose, 40 years, 1 month.

John W. Hendricks, signalman, Sacramento, 27 years, 4 months.

Samuel C. High, carman-C/O agent, Oakland, 8 years.

Lloyd W. Howard, signal test foreman, Sacramento, 19 years, 4 months.

They Have Retired

Lloyd W. Hurd, conductor, Elko, Nevada, 39 years, 4 months.

Humphrey A. Jones, engineer, Stockton, 29 years, 10 months.

Gladys E. Johnson, clerk-non oper. W., Sonora, 32 years, 2 months.

Lee Morgan Jones, conductor, Portola, 38 years, 5 months.

Robert E. Kennedy, conductor, Milpitas, 30 years, 8 months.

Walter T. Kimble, brakeman, Sacramento, 27 years, 7 months.

A. I. Langlois, switchman, Oroville, 16 years, 4 months.

Nicholas J. Laughlin, conductor, Oakland, 41 years, 1 month.

William A. Linehan, Jr., service rep. San Francisco, 28 years, 1 month.

Harry R. Loyer, clerk, San Francisco, 36 years, 2 months.

Eugene A. Macomber, train desk clerk, San Jose, 38 years, 4 months.

P. E. Mailloux, brakeman, Portola, 18 years, 7 months.

John R. Martin, carman, Oakland, 16 years, 7 months.

Milton E. McCann, brakeman, Stockton, 38 years, 6 months.

D. E. McNeil, brakeman, Yuba City, 40 years, 2 months.

Clarence Mitchell, hostler helper, Oakland, 27 years, 8 months.

Donald E. Morford, switchman, Oroville, 34 years, 10 months.

Henry E. Palmer, brakeman, Sacramento, 19 years, 2 months.

H. Q. Parker, locomotive engineer, Oroville, 49 years, 6 months.

Robert Edward Patterson, switchman, Stockton, 17 years, 3 months.

Raymond L. Paule, blacksmith, Sacramento, 39 years, 3 months.

William M. Peterson, conductor, Portola, 39 years, 3 months.

Isaac Polite, laborer, Sacramento, 27 years.

Shirley F. Porter, clerk, Burmester, Utah, 30 years, 5 months.

Julius Pruitt, clerk, San Francisco, 29 years, 9 months.

Lloyd R. Quigley, brakeman, Portola, 35 years, 5 months.

Raymond Rey, laborer, Stockton, 7 years, 8 months.

Gilford S. Rice, machinist, Stockton, 37 years, 8 months.

V. L. Rodriguez, laborer, Tracy, 22 years, 5 months.

E. S. Sawyer, carman, Oroville, 8 years, 2 months.

Warren D. Scott, machinist, Oroville, 41 years, 5 months.

R. L. Shepard, machinist, Oroville, 39 years, 11 months.

Paul Shimek, switchman, Sacramento, 21 years, 5 months.

Jose M. Silva, laborer, Western Division, 22 years.

Henry E. Sprowl, carman, Portola, 33 years, 1 month.

Elsie M. Stevens, clerk, San Francisco, 31 years, 8 months.

Patrick Sullivan, supt. M/W, Sacramento, 26 years, 6 months.

Arthur M. Teixeira, janitor, Sacramento, 34 years, 3 months.

Peter J. Thill, locomotive engineer, Portola, 34 years, 3 months.

Paul Thompson, section laborer, Elko, Nevada, 25 years.

Roger M. Verhaege, trainmaster, San Jose, 35 years, 3 months.

Wade H. Wald, carman, Oroville, 30 years, 7 months.

William A. Wiley, switchman, Elko, Nevada, 38 years, 11 months.

Kenneth G. Williams, ch. timekeeper, San Francisco, 32 years, 9 months.

September-December 1975

Service Pin Anniversaries

40-YEAR PINS

Ralph E. Blake, Jr.
Frank P. Semenza
Marion Velasich

Conductor
Yard Clerk
Machinist

Western Division
San Francisco
Sacramento

35-YEAR PINS

Robert C. Heitkamp
Milton L. McNally
Anthony W. Quill
Jack A. Reed
Harvey E. Saxton
Virgal H. Simpson

Conductor
Switching Foreman
Asst. to Manager-Car Acctg.
Conductor
Locomotive Engineer
Conductor

Salt Lake City
Eastern Division
San Francisco
Portola
Eastern Division
Western Division

30-YEAR PINS

Frank Augait
Percy R. Bechtel
Walter V. Blecher
George Caldwell
Damaso G. Cartagena
Frank J. Casey
Monica E. Chambers
John W. Charles
Jack W. Corbin
A. E. Dobbs
John G. Edwards
Marvin W. Fields
John G. Etchebehere
June Fleishman
Jefferson Loyd
William E. Ginter
Charles E. Humphreys
Joseph J. Jiral
J. W. Kendall
Harold Klein
Earnest Maes
George Pollock
Arthur I. Reichenbach, Jr.
Maclobio C. Salaz
Warren D. Scott
Edward L. Seeger
Noland I. Stanton
Marvin E. Venable
Sidney W. Williams
Catherine Wong

Electrician
Carman
Asst. Head Port Clerk
Asst. Supr. Car Service
Car & Train Desk Clerk
Locomotive Engineer
Per Diem Clerk
Dining Car Chef
Machinist
Section Stockman
Supr. Special Equipment
Signalman-TCS Maintainer
Manager of Disbursements
S/D Clerk
Carman
Sr. Sales Representative
Diesel Foreman
Carman
General Supervisor Lines
Asst. Manager-Industrial Develop.
Carman
Locomotive Engineer
Agent-Mileposts Correspondent
Yard Diesel Clerk
Foreman
Sheet Metal Worker
Machinist
Locomotive Engineer
Conductor
Head Cashier

Oakland
Sacramento
Stockton
Western Division
Oakland
San Francisco
San Francisco
Oakland
Stockton
Oroville
New York City
Golconda
San Francisco
San Francisco
Sacramento
Oakland
Stockton
Sacramento
Sacramento
San Francisco
Sacramento
Stockton
Oroville
Elko
Keddie
Stockton
Portola
Eastern Division
Stockton
San Francisco

25-YEAR PINS

Martin Anzaldo
Robert Canchola
Robert J. Clement
Paul E. Forkgen
Robert F. Golden
John W. Hardy
Calvin L. Hawkins
Charles T. Heckers
Roy O. Langston
Guy P. Lewis
Eugene N. Marler
Buddy McGairty
Mario J. Ragusa, Jr.
Robert C. Roush

Laborer
Laborer
Carman
Sr. Sales Representative
Secretary-Clerk
Brakeman
Locomotive Engineer
Locomotive Engineer
Switchman
Signal Foreman
Electrician
Electrician
Store Helper
Locomotive Engineer
Electrician

Oakland
Stockton
Stockton
San Jose
San Francisco
Western Division
Portola
Portola
Stockton
Stockton
Hayward
Stockton
Sacramento
Oakland
Oakland

Glenn E. Sayne
Andy P. Springer
Vincent J. Vallarino, Jr.
Guy Aguirre (December '75)
Walter Anderson (March '75)

Carman
Machinist
Locomotive Engineer
Locomotive Engineer
Conductor

Oakland
Sacramento
Stockton
Elko
Western Division

20-YEAR PINS

Joseph L. Berry
D. V. Blagg
Albert J. Bochaty
Frank P. Brogdon
Mildred R. Cox
C. M. Deck
Marge Delury
J. J. Del Valle
Rito Diaz
D. D. Ewoldt
W. F. Flammang
Wilson Glasses
L. R. Hamlin
Donald E. Harding
H. I. Hilton
George Holferty
W. R. Ihler
T. S. Maxwell
Albert A. Mezzanaras
J. A. Nielsen
Lester N. Peterson
J. J. Pitts, Jr.
George A. Schroeder
Karl B. Schulthies
Vaun A. Shelton
Gerald D. Shepherd
Ronald G. Slack
Edward R. South
Robert L. Spencer
R. N. Tofanelli
B. C. Wheaton

Carpenter
Brakeman
Secretary to Chief Engineer
Manager, Purchases & Materials
Chief Clerk-Disbursements
Brakeman
Sr. R&D Clerk
Laborer
Welder Helper
Switchman
Welder
Machine Operator
Switchman
Diesel Foreman
Switchman
Brakeman
Brakeman
Locomotive Engineer
Machinist
Switchman
Brakeman
Brakeman
Sales Manager
Road Foreman of Engines
Switchman
Switchman
Krane Kar Operator
Brakeman
Brakeman
General Manager Pricing
Brakeman

Eastern Division
Stockton
San Francisco
San Francisco
San Francisco
Stockton
San Francisco
Sacramento
Eastern Division
Oakland
Western Division
Elko
Oakland
Elko
Stockton
Elko
Portola
Oakland
Stockton
Oakland
Elko
Stockton
St. Louis, Mo.
Salt Lake City
Eastern Division
Sacramento
Portola
Winnemucca
San Francisco
Stockton

15-YEAR PINS

John W. Graham
Raymond Smalley

Clerk
Clerk

Stockton
Fremont

10-YEAR PINS

Pedro E. Aviles
Charles A. Backman
Larry A. Ballard
Ronald L. Barker
Michael A. Barnes
William A. Butcher
John L. Bye
James N. Caudle
Robert A. Duncan
Ernest L. Elliott
Victor P. Gray
William J. Goolsby
Robert E. Kostner
Jesse R. Larsen
James R. Lipsett
James K. McCauley
Ray G. Marshall
Grant S. Nilsson
Pallania Parkerson
Ray H. Platt
Robert A. Radcliff
William H. Staplin
James W. Waddell

Laborer
Section Stockman
Clerk
Brakeman
Brakeman
Brakeman
Carpenter
Carman
Carman
Crane Operator
Bridge Foreman
Dispatcher
Sales Manager
Signal Maintainer
Machinist
Division Lineman
Car Foreman
District Agent
Carman
Car Inspector
Boilermaker
Machinist
Carman

Eastern Division
Oroville
Stockton
Stockton
Portola
Stockton
Western Division
Sacramento
Sacramento
Western Division
Western Division
Sacramento
Los Angeles
Wells, Ne.
Stockton
Stockton
Portola
San Jose/Milpitas
Oakland
Elko
Sacramento
Oroville
Oakland



611 miles east of 526 Mission Street, 4449 Nevada on WP rails bearing evidence of some steps over the Humboldt River near Dunphy, tie replacement operations.

The Freedom Train Tours America

Bystanders who were milling in the area on that June day last year may have thought they had somehow slipped into the past. Chugging out of the Portland Union Station, in Oregon, with American flags flapping from either side of her polished boiler, was a 400-ton steam locomotive. But that wasn't all. The engine was practically shimmering with a freshly-painted design of red-white-and-blue.

In reality, of course, this was the Southern Pacific 4449, now famous as the engine which has been designated to pull America's bi-centennial Freedom Train across the western United States. After undergoing extensive renovations in Portland, the engine was steaming to Chicago, where it was to hook up with the Freedom Train caravan and begin its trek back West.

As a celebration of America's bi-centennial, the 24-car train is now

visiting over 70 cities throughout the country, giving an estimated ten million Americans the opportunity to relive their heritage. The train began its journey in April, 1975, and will continue throughout 1976. A smaller Reading T-1 engine is used on the east coast, however, because of clearance restrictions in some communities.

At each stop, pages of history come alive through the train's specially-designed exhibit cars. Items on display cover the entire spectrum of American history. From George Washington's personal copy of the Constitution, to an actual moon rock, to the uniform Hank Aaron wore when he tied Babe Ruth's home run record of 714, every aspect of Americana is well-represented.

For sixteen years, the SP 4449 had shared the fate of numerous other retired steam engines, sitting as a display piece in a public park. It was in

1974, though, that the city of Portland loaned the engine to the American Freedom Train Foundation (AFTF). Renovations, which went on for five months at a cost of about one million dollars, took place at the Burlington Northern Roundhouse, outside of Portland. By June, 1975, the refurbished engine was steaming towards its destined Chicago hook-up.

"With the assistance of the railroads, I believe the American Freedom Train will be the premier event of America's bi-centennial," said Jon A. Fouse, President of the AFTF.

Carrying four cars on its Chicago-bound travels, the 4449 stopped on Western Pacific's main line at Elko, Nevada, in June. Although the brief halt was intended only to allow the thirsty engine to guzzle several thousand gallons of water, a large crowd was on hand to view the already-famous locomotive.

During the seven-day stay in Chicago, nearly 97,000 people toured the train. The subsequent excursion through western states lasted until late December. After hitting Sacramento, San Francisco, Fresno, Los Angeles and San Diego, the train began heading eastward again, traveling this time through the southern portion of the country. Its route along the nation's rails places ninety per cent of America's population within an hour's drive of the exhibit.

If possible, the Freedom Train travels slowly through communities in which there is no scheduled stop. Crowds gathered by the side of the track are given the opportunity to view the two glass-enclosed display cars.

The larger part of the actual movement between stops, however, is now being made at night. Freedom Train officials have stated that this is to allow for the increase in total display

hours. A drawback to this idea, though, was noted during the train's stay in the San Francisco-Oakland area. Although the exhibit was on-hand for an entire week-end, the turnout of interested viewers was relatively sparse and meager. In San Jose, however, where the train arrived by daylight, the crowds were among the largest anywhere.

The American Freedom Train was first made possible by donations of four million dollars from four corporations—Pepsi Cola Company, General Motors Corporation, Prudential Insurance Company of America, and Kraft Foods. Another \$13 million will be raised to complete the project. According to the Foundation charter, funds remaining after the train's tour will be donated for charitable purposes.

"This American Freedom Train," President Gerald Ford has stated, "will be a fitting symbol for what the bi-centennial really represents."



"Those employees who visited the American Freedom Train during its stopover at Stockton December 1, 2, 3, '75, had glowing comments about the train. However, many did think they would have like to look at some of the exhibits a little longer than was allowed by conveyor belt. Of particular interest was the old steam engine, of course."

—Elaine Obershain.

Our Bicentennial Year—Part 1



American Freedom Train

Among the invited guests who enjoyed seeing and riding behind old 4449 included Mrs. Emily Kneiss wife of the late Gilbert H. Kneiss, head of WP's public relations until his death in 1964. Mrs. Kneiss enjoyed the ride and seeing many old friends from over the years past. She is pictured on the front step of old 4449 just prior to departing on the run from Sacramento to Reno, June '75. Mrs. Kneiss still keeps her house, 18 Forest Lane, Berkeley Calif. 94708.



Special thanks go to TED BENSON and HENRY W. BRUECKMAN for the pictures used in this photo essay on the 4449.



In Oakland, the Freedom Train was greeted by The Californians, a full-throated barbershop society among whose members is Charles Cavis, a recheck clerk in the accounting de-

partment, general office. (That's him with the speckled vest, directly below the Freedom Train's second window from the right).



On hand to assist in the servicing of the great steamer No. 4449 during its brief stop on the WP at Elko was (left) Transportation Superintendent M. W. Hammond and Division Superintendent John C. Lusar.

On its second return to California, the 4449 headed the entire 25 car Freedom Train exhibit, stopping at all the major Bay Area cities during December, 1975.





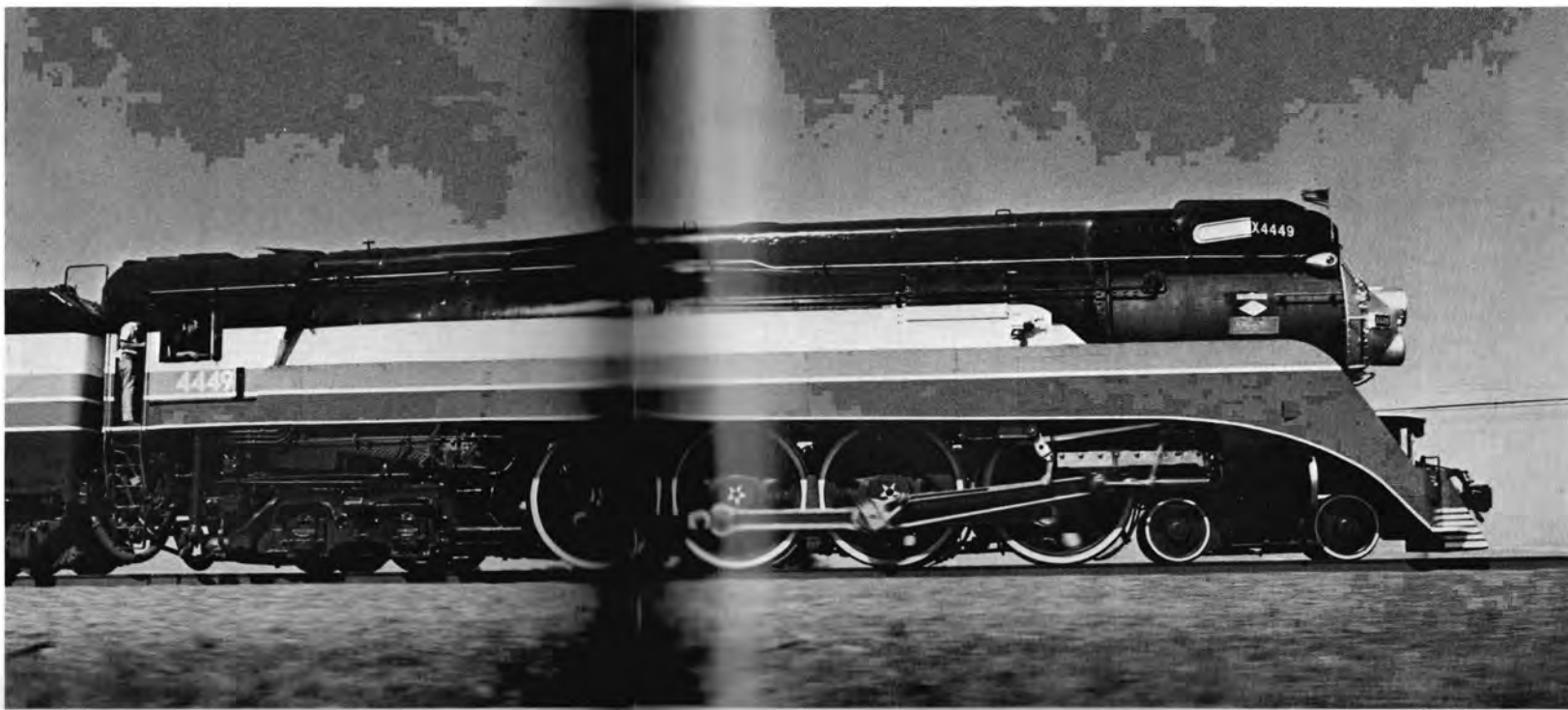
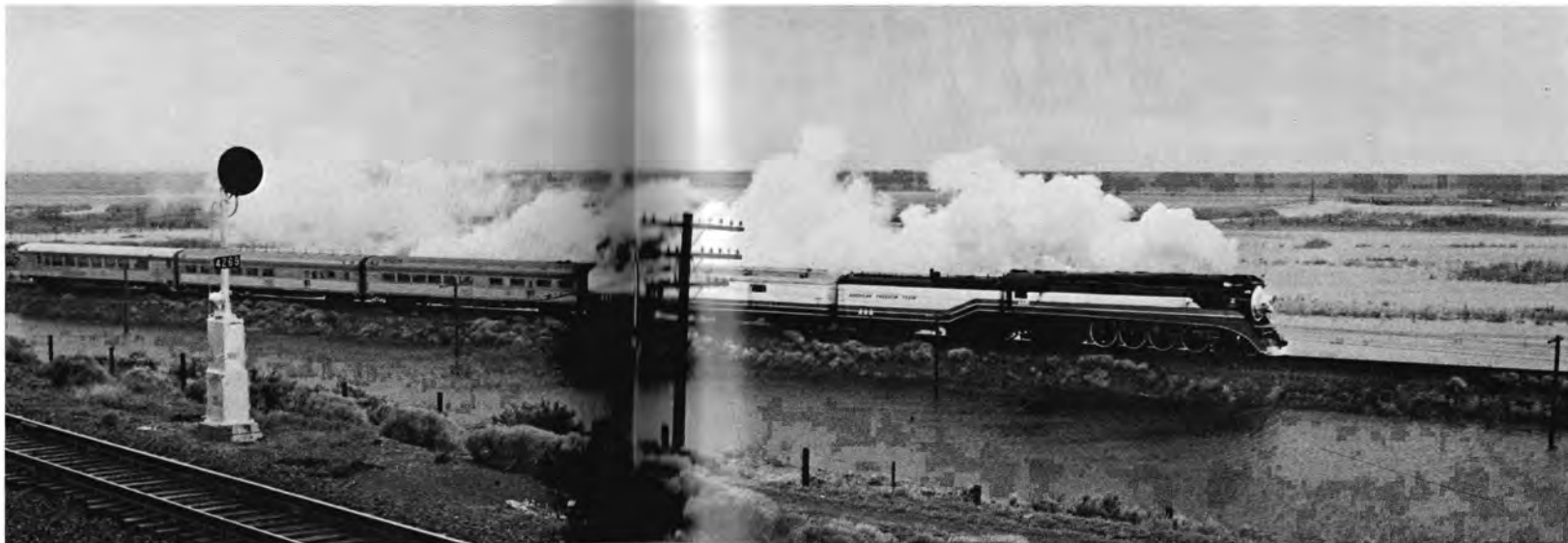
Photo Album (#7)

4449

Locomotive No. 4449 barks east of Weso, Nevada, on WP's side of the paired track under stormy Nevada skies . . . great for steam effects, but not too hot for keeping cameras dry. SP rails (westbound) run in the foreground. The four cars in the group included a tool car, SP diner, lounge and chair cars for invited dignitaries, railroad officials and the press. 6-24-75.

Purring down the East Valley line south of Durham, California, 4449 cuts the valley air at a measured 50 mph. Interestingly, the Sacramento Northern's Chico trains share this piece of the SP . . . never thought you'd see a 4-8-4 on the SN, huh? 6-21-75. Photos and notes by photographer Ted Benson of Modesto, CA.

Engine and Tender Data for steam locomotive no. 4449. Engine class: General Service (GS) 4, Wheel arrangement: 4-8-4, Builder: Lima Locomotive Works, Year: 1941. Built for Southern Pacific. Total cost engine and tender. \$175,000. Primary usage: Passenger. Total length: 110' 2". Total engine weight loaded: 368,000 lbs. Total tender weight loaded: 394,800 lbs. Maximum road speed: 90 mph. Remarks: 4449 and tender were donated to the City of Portland, Oregon for permanent display and delivered 4-24-58. Editor: Paul Gordenev.





Caboosing

OROVILLE

A. I. Reichenbach, Jr.



OROVILLE

A. I. Reichenbach, Jr., D. D. Dali

Hobo, the ferocious defender and mascot of the Oroville Material Yard Facility, had been listed as missing since October 15th, when it was discovered on November 5th (20 days later) that the little canine had been mistakenly locked and sealed in a box car of maintenance material and shipped to Pulga (MP 239). Hobo was found in a remarkable but weakened condition and returned to his home station where he is now completely recovered and released to return to duty.

Railroaders are indeed a tough breed!



Hobo, the material yard's mascot, was remarkably alive after being mistakenly locked inside of a box car for 20 days. Hobo has fully recovered and is back to his duties.

On June 23rd, Miss Patricia Robinson married James Logan. Patricia is the daughter of Switchman and Mrs. A. L. ROBINSON. Our congratulations go to the happy couple.



Patricia Robinson, daughter of Switchman and Mrs. A. L. Robinson, cuts the wedding cake with her new husband, James Logan. They were married last June 22.

Several retirements have taken place recently. Carman WILLARD H. LERNER retired with over 45 years of service. Roundhouse laborer G. C. "JENNY" PHILLIPS retired with 42 years of service, and switchman C. F. "BUSTER" KEATON also recently retired. We wish them many happy years of retirement.

Chief clerk JOE M. REED recently went fishing and returned with a very large sturgeon weighing 67 pounds and measuring 68 inches long. During deer season Joe shot a nice buck, and recently has been shooting pheasant and duck.



Carman Willard H. Lerner pauses during his last day of work before retiring. Willard retired on July 31, after completing more than 45 years of service with the WP. (1975)



Roundhouse laborer G. C. "Jenny" Phillips gets ready to enjoy a piece of cake at a retirement party in her honor. Jenny retired on May 30, with 42 years of service.



C. F. "Buster" Keaton, switchman, retired last May 31 and is shown here on his last run looking forward to many happy years of retirement.



Chief clerk Joe M. Reed is the proud owner of a sturgeon that weighs 67 pounds and measures 68 inches long. Joe caught this big one in the Sacramento River on May 24, 1975.

Train desk clerk C. E. LEAR is also on the hunting kick, with many pheasants in the bag. Charlie and yardmaster JERRY E. MILLER have been hunting pheasant together on their vacations.

Regretfully, we must report the deaths of clerk WALTER S. KUSZYK, who passed away July 18, 1975, and retired switchman W. W. NICHOLS, who passed away June 30, 1975. Our deepest sympathies to the families of these men.

Changes in the personnel of this area have been many. We welcome the following new people to our area: clerk DOROTHY L. SMITH, clerk R. G. STURM, clerk P. A. DETLEFSEN, roundhouse foreman R. L. SHEPARD, and car foreman ROGER PRICE.

Blessed Event Section: Elizabeth, wife of terminal superintendent CHRIS AADNESON, gave birth to a beautiful 6 pound 13 ounce boy on July 14, 1975. They have named him Aric Paul and, needless to say, they are very proud parents.

Telegrapher LLOYD R. BREWER retired and we all wish him many happy years in retirement.

Trainmaster R. E. "BOB" SHERWOOD recently went on an elk hunting expedition in Colorado. No elk, but a great time was had anyhow.

R. L. "BOB" SHEPARD recently underwent an operation, but is on the road to recovery, and we extend our sincerest hopes for a speedy recovery.

Retired trainmaster V. H. EDWARDS and retired yardmaster R. O. BONNER had quite a harrowing experience while cutting trees in the mountain area. The result was Bonner spent some time in the hospital and Virg Edwards was very exhausted from carrying Bonner to safety. But all seems to have ended well.

As you all have probably read in the newspapers, we have become known as the "rockingest town" in California due to our recent earthquake activity. We had a lot of SHOOK-UP people in these parts and as of this date we are still experiencing aftershocks and small tremors. You have to be in one to believe it.

Oroville has become a movie town again, and the picture, "The Outlaw—Josie Wales," stars Clint Eastwood. So, more excitement has been created for a while.

PORTOLA

Karen Thomas

Trainmen C. W. SKOW and W. G. MAGAZIN, and engineer N. W. HOLMES have been keeping up with the Freedom Train following it from Wenatchee, Wash., to Seattle, Klamath Falls, Roseville, Sparks, Nev. and then back to Roseville in the middle of a Sierra snow storm. Brakeman Skow reports about 100 cars followed the train out of Reno and when they ran in the chain controls near Truckee on Interstate 80, they all converged, stopped and frantically scurried about putting on their chains. At one point Skow said, cars clogged the roadside with the occupants taking pictures as the Freedom train wound its way down the mountain. A highway patrolman's attempt to disperse the crowd was futile.

It was an unforgettable experience, watching the train chugging through the quiet, almost deserted streets of Reno at 6:15 in the morning. With whistle blowing, the former SP steam engine pulled the three diesel units needed to help pull the 23 loaded passenger cars over Donner Summit. Brakeman Skow is making a documentary sound movie on the Freedom Train which he plans to show to railroad clubs and said he will follow it one more time over the Tehachapi Mountains from Bakersfield to Pomona before it leaves California.

Two proud new fathers working at Portola are C. M. DUNN, clerk-telegrapher and P. E. KALTHOFF, Assistant Trainmaster-Agent. Mrs. Dunn gave birth to an 11 pound, 6½ ounce boy on September 7th. The Dunns named their new son Shane Neal. Shane

joins a brother, Troy, and a sister, Allcia at home. The Kalthoffs also had a boy, Brian Philip, born at Quincy on November 5th. Brian weighed in at 7 pounds 3 ounces. The Kalthoffs have two other children, Jenny, 4, and Anna, 2.

I regret to report that J. F. BASS, brakeman/switchman, died September 30, 1975, while on duty with Western Pacific in a tragic accident near Keddie. He had worked as a switchman for Western Pacific since 1948 and was planning to retire soon.

Condolences to the family of R. E. McCURDY, retired carman who died November 22, 1975. He worked for the car department at Portola for many years.

Congratulations to GEORGE A. BARNES who was promoted to Roadmaster at Portola, following the retirement of A. A. SCHUETTER. George was previously Assistant Roadmaster at Keddie and has been with the Western Pacific since November, 1966.

Good luck to the following trainmen and enginemen from Portola on their retirement! They are: Condr. W. M. PETERSON, 8-24-75, with 39 years service; Condr. C. E. REAVIS, 8-25-75, with 35 years service; Engr. R. L. CARSKADON, 8-28-75, with 34 years service and Condr. L. M. JONES, 10-23-75, with 23 years of service.

A get well to Clerk T. F. "RED" NALLY's daughter and son-in-law, Mr. and Mrs. Dale Ruyle who were recently in a serious auto accident. Mrs. Ruyle was in critical condition for several days, but has steadily improved and is now back home recuperating. Dale, who is the son of Engineer HAROLD RUYLE, was on a military leave and they were enroute to Portola when the accident occurred. He was also hospitalized, but injured less seriously.

Congratulations and best wishes to P.E. MAILLOUX, brakeman, who made his last trip on January, 1976. Brakeman Mailloux served 18 years 7 months with WP.



WP brakeman P.E. Mailloux is pictured at Trago, Nevada on his last run, in January, 1976. (Photo by Bob Larson).

Congratulations to System Tie Foreman ROBERT G. "BOB" HOBBS on his retirement after 36 years service. In July, 1975 a party was held in Reno in his honor following his retirement.



Among the many well wishers who attended Bob Hobbs retirement party at the Nuggett in Reno in July '75, were (left) "Bob," Hilda Bell (Bob's mother), Ray Hobbs and Ted Merritt. Bob's last position was System Tie Foreman with headquarters at Wendover, Utah.

ELKO
Henry Wallock



Best wishes for many years of contentment and health in retirement go to Transportation Superintendent MAURICE W. HAMMOND after 42 years of faithful service with the WP. Maurice hired out as a section laborer in October, 1933. In October, 1936 he became a student fireman and promoted to locomotive engineer on March 7, 1944. June, 1948 he was promoted to road foreman-engines and later to trainmaster-road foreman engines, trainmaster and assistant district superintendent. On July 15, 1971 he was promoted to transportation superintendent, and held this position until his retirement.



M. W. Hammond, Transportation Superintendent, Eastern Division, who retired December 31, in front of the Elko Office Building.

Best wishes go to Winnemucca roadmaster BUD A. JONES on his retirement in 1975 after 42 years and 11 months with the WP.



Transportation Superintendent M. W. Hammond (left) and Theda Muller extend congratulations to retiring Roadmaster Bud A. Jones (center) in front of the Elko depot. Bud completed near 43 years on the WP.

SALT LAKE CITY

Carol Suchan



Congratulations to Brakeman and Mrs. R. T. BENSON on the arrival of a son.

Sympathy is extended to the family of retired conductor LARS B. TANG who died September 30, 1975. Lars retired January 1, 1972 with 30 years service.

Engineer and Mrs. H. O. SMITH announce the marriage of their daughter Lorrie to Allan Ryther in September. Congratulations are extended to the happy couple.

Best wishes to conductor RAY HANSEN who retired September 28, 1975. Ray hired out October 9, 1936 and was promoted June 1, 1943 to conductor. Ray plans to take it easy and do some traveling.



After the completion of his last run on September 28, conductor Ray Hansen (center) receives retirement congratulations from brakemen (from left) J. W. Hefferon and A. L. Frantz, and from transportation superintendent M. W. Hammond (right). Ray retired with over 39 years of service.

YUBA CITY-SN RY.

Roger L. Poitras

DONALD E. MCNEIL retired January 30, after thirty years of service. Mr. McNeil also received a certificate for working thirty years without a personal injury.



Trainmaster Don Black presents Switchman Donald E. McNeil (center) his 30 year pin and best wishes for a long and happy retirement joined by agent and asst. TM Roger L. Poitras.

A luncheon at the Uriz Hotel in Marysville January 23 honored four

operators for the WP and Sacramento Northern Railway who had worked eight hours a day, five days a week, for 14 months without an accident or personal injury in making their runs from the depot in Yuba City to the surrounding Yuba-Sutter communities and towns. The men were DAVE FRINK, conductor; MEL THAYNE, engineer; JACK HANCHETT, and D. R. ANDERSON, brakemen. Officials speaking at the awards luncheon were G. M. METZDORF, transportation superintendent of WP; J. H. BROWN, superintendent of rules; L. J. FISHER, superintendent of safety; D. S. BLACK, trainmaster; and R. L. POITRAS, assistant trainmaster, Yuba City.

STOCKTON



Elaine Obenshain, Wm. H. Lane

William O. Meyers, son of Conductor W. N. MEYERS, graduated from Annapolis Naval Academy on June 4, 1975, with the rank of Ensign.

Congratulations to switchman and Mrs. W. A. BUTCHER, whose first child, Jennifer Ann, was born July 10, 1975.

The old yard office building was demolished in October. Plans are now underway to demolish the old freight house and ice house at Stockton in the near future.

Congratulations to Brakeman CLAYTON SPLAWN and Tibby Ann Webb, who were married recently. We wish a good life.

Terminal superintendent ROBERT D. COX was transferred to Milpitas, succeeding ROBERT A. HENDERSON as terminal superintendent at that location on October 1, 1975. We wish Bob Henderson an enjoyable retirement, and Bob Cox the best of luck on his promotion.

Terminal trainmaster KENNETH L. MAYBURY was promoted to terminal superintendent, Stockton. Congratulations Ken!

JOHN P. LORDA was appointed terminal trainmaster at Stockton, transferring from Oakland. We extend a hearty welcome to John.

Welcome also to B. L. COGGIN, who was promoted to terminal car supervisor, Stockton, coming from Oroville.

Also transferring from Oroville was car foreman JOHN RISLEY. We hope he will enjoy living in Stockton.

Our deepest sympathy to the family of switchman GENE R. BRADFORD, who passed away August 12, 1975. Funeral services were held at Spanish Fork, Utah. Gene had been on disability since December, 1971.

Condolences to the family of switchman CARL E. HAMBURG, who passed away July 24, 1975. Also our deepest sympathy to the family of retired carman E. S. MULLINS who passed away in November. Two of Mr. Mullin's sons are employed by Western Pacific — GERALD W. CHURCHILL, clerk, Stockton and LARRY D. MULLINS, management services, San Francisco.

CHICAGO

P. R. McElheney

Congratulations to LINDA NELLIS, our Service Representative in Atlanta, was who recently elected to President of the Railway Clerks Club of Atlanta.

SACRAMENTO SHOPS

Herman F. Schultze



Diesel Foreman M. T. PANTALONE and wife Lila had a memorable trip to England, Italy and other parts of Europe early this summer. Also, Mickey reports that their son Ron has finished his dentistry schooling and is now doing quite well practicing periodontics in San Mateo.

If you have not visited our credit union office now located at 3500 - 24th Street, do so. Our manager LINELL SIGOUIN and her assistant, CHRIS RASPA, are always happy to show-off the office and to take care of any credit union business you may wish to transact.

We wish Blacksmith R. "DUTCH" PAULE a speedy recovery after his recent accident.

Our horseshoe pitcher has done it again. Painter MONTE LATINO has been elected to the Northern California Horseshoe Pitchers' Hall of Fame. His average is 72.7 percent ringers.

Your reporter and wife Marcella had another very enjoyable trip to Korea, Japan and Hawaii. Bok Hyun Kim invited us to dine at his home and to meet his family and new grandson, only 5 days old. He wishes again to send his greetings to all who may remember him when he was at the Sacramento Shops on assignment by the Korean Government.

We wish to convey our sympathy to the family of E. H. FIELDS, retired store helper, on his sudden death.

Good luck and long retirements to machinist MARION VELACICH, sheet metal worker PAUL SCHULTZE, carman RALPH BRUSCO, laborer ISAAC POLITE and section stockmen RENO PICCHI and HORACE LATONA.



Machinist Marion Velacich (right) receives retirement congratulations on his last day from H. Salas (left) and D. Reynolds.



Sheet metal worker Paul Schultze (left) receives congratulations upon his retirement from retired sheet metal worker V. Johnsen (center) and diesel foreman M. Pantalone.

Congratulations to carman A. JOHNSON and wife Delores on the birth of a 7 pound, 12 ounce boy. They now have two sons.

A job well done goes out to the crew in the Electric Shop for going over 10,000 days without a reportable injury!!



Section stockmen Horace Latona (right) and Reno Picchi (center) get congratulations upon their retirement from store helper C. Crain.

Congratulations and a long retirement to Janitor A. M. "Tex" TEIXEIRA on his retirement at Sacramento after 34 years 4 months service with the WP.



Division superintendent Carl G. Yund extends best wishes and a gift to retiring Janitor A. M. "Tex" Teixeira. "Tex" expressed his thanks to the more than 100 friends and co-workers at the party in his honor at Posey's Restaurant, in Sacramento on January 31. When he was presented with a waste basket filled with money, he couldn't help but smile over the fact that this was the first time anyone had actually offered him some "green" trash.

Good wishes to Master Mechanic G. J. (GEORGE) BENEDICT, who retired on July 4, 1975, after 46½ years of service to WP. A retirement party was held in his honor at the Woodlake Inn, in Sacramento.

Good luck to Roadmaster W. L. Chapman, who served in this and other capacities at various locations for WP until his retirement on December 31, 1975. He'd been working for WP since May, 1943.

MILPITAS
R. M. Verhaege

Congratulations to conductor ROBERT "TWINKIE" KENNEDY upon his retirement on August 15, 1975, with 30 years and nine months of WP service. He joined the WP on December 11, 1944, as a trainman. A retirement party was held in Bob's honor on September 6 at the Villa Felice Restaurant, in Los Gatos. Perhaps the most memorable gift he received was a car-



"Twinkie" Kennedy being presented with a carton of chewing gum by brakeman Mike Goodwin. Lady is Kennedy's sister-in-law, Mrs. Margret Fleishman.

ton of chewing gum. Bob was known to chew ten sticks of gum at once. Quite a feat for a man who keeps his false teeth anywhere but in his mouth. With the great send-off Bob got at his retirement party, he is sure to live the life of leisure. His home address is 798 Kauffman Ct., San Jose, California 95116.



"Twinkie" Kennedy at conclusion of retirement dinner with presentation of money tree.

Good luck to R. A. (Bob) Henderson, who retired September 30, 1975, after 40 years of service. He served as Terminal Superintendent at Milpitas/San Jose for many years, and earned and enjoyed the esteem and confidence of his associates. We wish him many years of contentment and health in his retirement.

Happy retirement to R. M. Verhaege, who retired on March 31, 1976, after 34½ years of faithful service. For the last 20 years he had been promoted to various supervisory capacities on Western Division, both Sacramento Northern and Western Pacific.

SAN FRANCISCO

Anna McManus, Dora Prophet, Ruth Stone

All of our best to Dorothy Alderman, clerk, who retired December 31, 1975 after 32 years with WP. She worked in the freight claims department, San Francisco. Dorothy and Monte make their home at 226 Oriente St., Daly City, Ca.



At her retirement party on December 31, 1975, Dorothy Alderman shares a smile with her husband Monte (left), and Dan Irwin, manager of the freight claims department, San Francisco.

Best wishes to KENNETH G. WILLIAMS, timekeeper, San Francisco, who retired in November after 32 years, 9 months with WP.



When Kenneth G. Williams, timekeeper, San Francisco, retired in November, 1975, fellow employees wished him good luck. Shown here (from right): Robert Irving, Bill Thompson, Andrea Thompson, "Ken," Rick Gazley, Len Lambert, Bob Brew, and Willard L. Lebeouf, Jr., general chairman, B.R.A.C.

Happy retirement to P. H. Bellamy, Assistant Supervisor Car Service, who retired February 29, 1976, after 27 years of service.

Congratulations and best wishes to Clerk Elsie M. Stevens on her retirement last September 30th. Elsie began her career with WP in 1944 as a comptometer operator in the accounting department. On her last position working with agents accounts she completed 31 years 8 months service with WP.



Manager of Revenue Accounting George Welch extends wishes for a happy retirement to Elsie M. Stevens at the San Francisco general office.

Congratulations to Roy T. Fleming, clerk, who retired after 29 years 6 months of service with WP. After serving in the Army from 1941 to 1946, at Angel Island, Roy hired out as a typist with the WP Accounting Dept. Cake and coffee was enjoyed by Roy's friends and co-workers in the

San Francisco general office on December 15, 1975—the day that he retired. Roy says that he and Welthy, his wife of 32 years, now plan on doing some traveling. The Flemings reside at 404 Kitty Hawk Rd., Alameda, California, 94501.



Joining in the merry making at the 'cake and coffee' at San Francisco on the occasion of the retirement of Roy Fleming after 29½ years' service were (left to right) Pat Atwood, Gerie Eichner, Monica Chambers, Meda Griff-

ith, Nelson Kennedy, Tony Quill, "Roy," Wonda Kirvin, Roy's lovely wife Welthy Fleming, Phil Marquis, Madlin Bates, Joy Hou, (back left) Marie Bowers and Elenor Madson.

Oakland's Retirement Party ...



Engineer and Mrs. Russ Porterfield, retired (far left), and Engineer and Mrs. Harold Siemens, retired (far right), pose with Engineer and Mrs.

Mario Ragusa, Sr., during the retirement party held for the Porterfield's and Siemens'.

OAKLAND
Lu Wheeler



Congratulations and best wishes to engineers RUSSEL PORTERFIELD and HAROLD L. SIEMENS, both with 34 years of service. A retirement dinner was held at the Elegant Farmer Restaurant, in Oakland, in their honor. All of us wish them the best of everything in their retirement.



"... And To All A Good Night!"

The employee's Christmas party in Oakland, which was held in the Bicycle Room Restaurant last December, proved to be an event that was spiced with enjoyable company, plenty of good food, and an abundance of chuckling merriment. The aroma of grilled steaks wafted through the air, and the meal was appropriately topped off with a three-layer cake, decorated in the most splendid of Christmas colors.

Thanks to DOUG YOUNG and ROSIE GENASSIN for a "well done" job on planning the Christmas Party for all employees. The party was held at the Bicycle Room Restaurant, in Oakland.

A very special thanks from all of us to Mike Sullivan (owner of the Bicycle Room), for allowing us to use his facilities. Mike was the Chef that night, cooking for about 70 people. We couldn't have done it without him.



Oakland's Christmas Party ...



Billing Center's First Birthday



The nerve center for billing cars loaded on the Western Pacific passed its first year of operations located in the San Francisco general office, this past December '75. On hand for the brief ceremony at the "new" Bill Center with a special cake are (left to right) Manager of Revenue Account-

ing GEORGE WELCH, JIM MICKELSEN, GAYLE PETROCCHI, evening Chief Clerk AL SMITH (with cake), JOHN PRESCOTT, SONIA JOHNSTON, and Chief Clerk BILL REID. Mileposts extends congratulations to all the day and night crews who helped make the new Bill Center a success.

What Employees Should Check on Form BA-6

1 Name

2 Social Security Number

3 Retirement Credits 1937-1974 (New on 1975 BA-6. For Board Use In Making Annuity Estimates.)

4 Total Service and Compensation Under Railroad Retirement Act, 1937-1975

5 Service and Compensation Credited Under Railroad Retirement Act in 1975

FORM BA-6 1975

RAILROAD RETIREMENT BOARD

CERTIFICATE OF SERVICE MONTHS AND COMPENSATION FOR RETIREMENT BENEFITS

FOR UNEMPLOYMENT BENEFITS IN BENEFIT YEAR JULY 1, 1974

FOR SICKNESS BENEFITS IN BENEFIT YEAR JULY 1, 1974

NAME: J. J. JONES

SOCIAL SECURITY ACCOUNT NUMBER: 999-99-9999

STATEMENT CREDITED UNDER RRA IN 1975: 12 14,100.00

1937-1974	1975	TOTAL SERVICE MONTHS	TOTAL SERVICE MONTHS
456	468	193,950.00	208,050.00

Statements of Service to All Qualified Employees

The U. S. Railroad Retirement Board recently completed the preparation of the statements of railroad service, "Certificate of Service Months and Compensation," Form BA-6, which are distributed every year to railroad employees. These annual statements are important because they provide an employee with a record of his railroad service and compensation in 1975, as well as his cumulative railroad credits after 1936. The statements are also used by employees when they apply for certain benefits with the Board.

Some 625,000 BA-6 forms will be distributed. Most employees will receive them directly by mail before June 1 although some BA-6 forms will be distributed through employers.

These forms are issued primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1976, on the basis of their 1975 employment. Employees who worked in 1975, but did not have sufficient earnings to qualify for unemployment and sickness benefits, will also be sent a BA-6 form if they had service in each month in 1975 or if they worked for a local lodge or division of a national railway labor organization. Any employee who worked for a railroad in 1975 who does not receive a form by June 1 can write to the Board and request one.

Each employee should check to see whether his own record of service and creditable compensation agrees with the Board's figures shown on the BA-

Railroad Retirement Information

6. The important figures that should be checked are indicated on the illustration of the form. If any of the information shown on the BA-6 is not correct, this fact should be reported in a letter to the Board as soon as possible. In checking the spelling of the name, the employee should keep in mind that the form contains only the first ten letters of the last name.

All letters concerning BA-6 forms should be addressed to the *Director of Data Processing and Accounts, U.S. Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611*. The employee should include his social security account number in the letter, otherwise no action can be taken by the Board.

As shown in the illustration, the BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of these sections also explain the best way to apply for these benefits. The use of these sections prevents delays in the payment of unemployment or sickness benefits which occur when an employee enters the wrong social security account number on his application.

The BA-6 forms also include a reminder that employees who perform railroad work after their supplemental annuity closing date may permanently lose their eligibility for a railroad retirement supplemental annuity. For the great majority, the closing date is the last day of the month following the month in which the employee attains age 65. The

Board suggests that employees who have not retired by age 63 contact the nearest Board office in the near future for help in establishing proof of their age in advance of their eventual retirement. This will insure them against forfeiting their eligibility through miscalculation of their age. Establishing the correct date of birth is also important for Medicare enrollment.

Important Facts About Widows' Benefits Under the RRA

The U.S. Railroad Retirement Board awards annuities to the widows of insured railroad workers at age 60, or at ages 50-59 if the widow is totally disabled, or at any age if she has a minor or disabled child in her care. Also, two types of lump-sum death benefits may be payable to qualified widows.

The following questions and answers describe some of the more important factors that may affect a widow's eligibility for such benefits and how much she may receive.

1. My husband and I are receiving both railroad retirement and social security benefits. Since I am getting a wife's benefit under both systems based on his earnings, would I also be eligible for two benefits as a widow?

No. All survivor benefits, including those paid to widows, are based on the employee's combined railroad and social security earnings and are paid by only one agency, not both. The Board pays if the employee was insured for survivor benefits under the Railroad Retirement Act by having 10 or more years of railroad service and a "current connection" with the railroad industry.

In general terms, an employee has a current connection if he has at least 24 months of railroad employment during the last two and one-half working years preceding his retirement or death, whichever occurs first. If an employee does not qualify on this basis, an earlier two and one-half year period with 12 months of railroad service may be used but only if he did not have a regular nonrailroad job following this period.

If the employee was not insured under the Act, his railroad credits are transferred to the Social Security Administration and any survivor benefits that are due are paid by that agency.

2. How are widows' railroad retirement annuities calculated?

Widows' annuities consist of two separate tiers. The first tier is based on the deceased employee's combined railroad and social security credits and is calculated in generally the same way as social security benefits. The second tier is equal to 30 percent of the tier one amount.

The average monthly amount awarded in December 1975 to widows 60 years of age or older was \$275, to disabled widows (ages 50 through 59) \$186, and to widowed mothers (under age 60) \$240.

3. At age 60 I was awarded a widow's annuity from the Board. I am also vested for social security benefits at age 62 based on my own earnings before 1974. Can I receive both benefits?

Yes. But your railroad retirement annuity will be adjusted because of your social security entitlement. Also, your social security benefit will be paid through the Board in a single check together with your railroad retirement annuity.

4. Do widows receive cost-of-living increases in their annuities?

Yes. Since the survivor formula generally provides 130 percent of the amount social security would pay on the basis of the deceased employee's combined railroad and social security earnings, most survivor annuities increase whenever social security benefits increase. However, individuals who receive both railroad retirement and social security benefits do not receive a duplicate cost-of-living increase in both benefits.

5. Do a widow's earnings affect her annuity?

Yes. Like all other railroad retirement beneficiaries, a widow receives no annuity payment for any month in which she works for a railroad. A widow under age 72 may earn up to \$2,760 in 1976 without losing any benefits. If she earns over \$2,760, she loses \$1 in benefits for each \$2 earned in excess of \$2,760. She does not lose benefits under this restriction, however, for any month in which she is over age 72 or earns \$230 or less. These earnings limits do not apply to disabled widows; their earnings are subject to a special review.

6. When my husband died, I received annuities from the Board for myself and two small children, but I did not receive a lump-sum death benefit for funeral expenses. Why not?

This occurred because an insurance lump sum is payable at the time of the employee's death under the Railroad Retirement Act only when an employee leaves no survivors immediately eligible for monthly benefits.

7. About how much is the insurance lump-sum benefit?

For survivors of employees with 10 years of service performed before De-

ember 31, 1974, the average insurance lump-sum benefit payable in 1976 on the basis of earnings prior to 1975 is about \$800; the maximum is about \$1,200.

For survivors of employees who acquire their 120th month of service after 1974, the lump sum is limited to \$255.

8. What is a residual lump-sum death payment?

The residual payment provisions in the Railroad Retirement Act represent a guaranty that a railroad employee or his family will receive at least as much in benefits as he paid in railroad taxes before 1975. The residual benefit is, in effect, a return of the employee's pre-1975 taxes plus an allowance in lieu of interest reduced by any retirement benefits attributable to his railroad earnings and by all survivor benefits paid by either the Railroad Retirement Board or the Social Security Administration.

The employee can designate the person he wants to receive any residual benefit that may become due. If he does not do so, the payment is made to his widow, children, grandchildren, parents, brothers and sisters, or to his estate, in that order.

If a widow is not entitled to monthly benefits upon her husband's death, but is potentially entitled to future benefits, she may choose to receive the residual payment immediately instead of the monthly benefits.

9. At what point does a widow make this choice if a residual may be payable?

If benefits already paid have not exceeded an employee's taxes, his widow, if under age 60, can waive her right to a future widow's railroad retirement annuity in order to receive the residual payment immediately. However, she would still have her rights to monthly widow's benefits from social

security if her deceased husband was also insured under that system. But, if her husband was not insured under social security, or she was not insured on her own earnings, or she did not remarry an employee qualified for social security or railroad retirement benefits, she would be giving up all future monthly benefits by taking the residual payment. She would also pay additional premiums for full Medicare coverage.

10. How much does the residual payment generally amount to?

Currently the average residual payment is about \$5,600 but individual payments range from only a few dollars to as much as \$13,957.

11. Would I be better off to wait for my widow's annuity at age 60 or to elect the residual payment now?

There can be no "yes" or "no" answer to this question that would fit every case. The best thing to do is to visit your nearest Board office for information and assistance.

* * *



Letters Received

A Memorable Retirement Party

My name is Patrick Sullivan and I retired from the engineering department after my twenty-sixth year of service, on November 30, 1975. A retirement party was held in my honor on December 13, at Woodlawn Inn, and it was a most memorable occasion in my life.

Would you please print in the MILEPOST that my wife Phyllis and I wish to express our deep-felt gratitude to our many associates and friends who attended the retirement party. Our very special thanks to Mrs. Alice Anguilo, whose decorations were superb. Also to Mrs. Elsie Gonsalves and Mrs. Gerry Cochrehan who attended to the many details. Also, Mr. Cliff Gerstner, who was M.C. for the reception. And a very special thanks to Mr. Nick Anguilo, who arranged for the John F. Kennedy marching band to come through the reception hall and give us a send-off in the grandest manner. In all, the whole retirement will live in our memory as long as we both shall live.

Again, our deepest gratitude to all.
Patrick Sullivan
Sacramento, California



Here's a close up of the art work made up to look like Pat with a special tie he could take with him. The decorations were designed by Alice Anguilo.

A Retirement Thanks

I wish to thank everyone who attended the great luncheon at the Elegant Farmer on the day of my retirement, November 4, 1975. My wife and I will always remember the occasion and the generous donations.

Special thanks to Irma Piver for making the arrangements, and to C.M.O. R. W. Mustard, for the certificates, the pin, the cap, the pictures and the lunch for my wife and myself. Early retirement is wonderful.

Bob and Joyce Bradley
1335 Mt. Pisgah Rd.
Walnut Creek, Calif. 94596

* * *

From A 'Mileposts' Editor

Congratulations to you for editing a very excellent Summer-Fall 1975 issue of 'Mileposts.'

The variety of articles and the great photographic coverage provided, I am sure, something of interest for all your readers. The articles were well-planned and very informative, and there was certainly good coverage of WP personnel.

Congratulations are also due your correspondents for their continued fine coverage of area personnel. I did miss news from one or two areas on the railroad normally represented, which I hope was only temporary.

I know you are anxious to improve the frequency of publication on a more regular basis, and you have my best wishes that conditions will make this possible before too long.

I look forward to future issues, and your continued fine efforts.

Lee Sherwood
1530 Eucalyptus Drive
San Francisco, Calif. 94132

Quick Thinking by WP Engineer

The alertness and thoughtful action on the part of one of your locomotive engineers is deserving of our warmest thanks and appreciation.

It happened on that stretch of road in the Bronte mud flats area in the vicinity of milepost 424. Something happened under the cowl of our pickup truck causing complete failure of the ignition system, and, from the smoke and dripping wire insulation, we thought we were going to have a fire on our hands, let alone a dismal night out on the desert without adequate protection from the cold.

But your engineer evidently radiated the dispatcher who, in turn, mustered out help from Gerlach. A deputy sheriff arrived and between us, we "hot wired" the vehicle, made connection to the starter, and then on our way to Gerlach accompanied by the deputy.

It was the judgment and action of your engineer who triggered our salvation, for which we shall be ever grateful. My regret is that I cannot tell you the train he was on. During my almost frantic efforts in trying to effect repairs, one westbound and two eastbound trains passed. This was nearing sundown if not just a bit later, on Easter Sunday.

As events turned out, we arrived at our home about one in the morning and were we ever delighted to get there. It was all because of a very kind and observant Western Pacific employee who knew just what to do.

Again, let me express my warmest thanks through you to the gentleman who performed a muchly appreciated kind human service.

Paul W. Carrington
Carson City, Nevada

Dear Mr. Carrington:

We have established the engineer who was so helpful was Mr. Robert M. Wakefield, Sr., working out of Portola, California. The train dispatcher who in turn relayed his message, was Mr. Glad Arnoldsen, working out of our dispatcher's office, Sacramento.

It gives us great pleasure to receive a letter such as yours praising our employees. On behalf of Western Pacific we are very pleased with the action taken by these men in the unfortunate circumstances that befell you.

R. C. Marquis
Vice President-Operation

* * *

The Little Red Caboose

Referring to the Fall '75 issue of 'Mileposts'—the article on the little red caboose:

On September 19, 1948, I took a picture of our children in the Little Red Caboose, at Portola. It was parked on its trailer near the old depot. At that time, the caboose had no number but had a WP metal medallion on its sides.

John C. Miller
Engineering Dept., San Francisco

* * *

Another Happy Retiree

We are enjoying our retirement on the British Columbian coast. No railroad, but we do see box cars on a ferry similar to the WP ferry from San Francisco to Oakland, plus tugs with log booms or barges, pleasure craft, deep sea freighters and a few liners out on the Straits of Georgia. The sea is quite calm this morning, and a couple of fishermen are out in their row boats.

Charlie and Lena Hebert
Box 87 RR 1
Sechelt, B. C.
Von 8A0

Letters Received

Albert H. Waters

In March of 1940 my husband started work on the Sacramento Northern section crew, and onto B & B gang where in 1971, he had to take disability retirement. His name was never mentioned in 'Mileposts,' and I would appreciate it if you would mention his name now. We see several of the men he knew and worked with, and notice that they have been mentioned from time to time. My husband's name is Albert H. Waters.

Mrs. Albert H. Waters
608 Andrew St.
Broderick, Calif. 95602

* * *

Now Living In Lakeport

We have built a new home five miles north of Lakeport, which day-to-day is in some state of construction or finishing by us and the boys. Nevertheless, we'd love to see some of our many WP friends up here. Please pass the word.

Ray Adams
4212 Scotts Valley Road
Lakeport, Calif. 95453

* * *

Hopping A Ride

I got the last 'Mileposts.' It brought past memories. I remember when I had charge of our Pacific Coast Chapter's cars, stored at Western Pacific's Coach Yard.

I made many trips to Stockton, taking a couple of my granddaughters on the Zephyr. I happened to recall, in 1915, the Panama Pacific Exposition, in San Francisco. I was living in Sacramento, working at the post office, and I had a hard time trying to get to San Francisco on account of the post

office clerk being sick. I was the only one to take his place. So his daughter said, "I guess you'll have to make it on Sunday"—that was November 2, 1915. Living a couple of blocks from the WP depot, I caught the train at 2:30 a.m. I am sure that the locomotive was either #93 or #94. They had both locomotives then. I got into Oakland and took the Western Pacific ferry boat. I then got on the D car and got off at Scott St., just as the gates opened at 9 a.m. It was a nice day, but a rush job. I had to leave the fairgrounds in time to eat, and get the E.T.J. for the train home. That was at 5 p.m. I don't remember what time I got back to Sacramento. I remember the Sacramento Shops were called the Jeffrey Shops. I knew Mr. Bradley. Bill Jones in the upholstery department helped me. I see that Mr. Bradley has now retired—both fellows swell men.

Also, I knew Mr. Smalley, the station agent at the 3rd and Washington depot. I knew Bill Powell of the dining car service. I also knew the gate operator, Mr. Steve Gardner at 19th and 20th, on North St., Sacramento.

Well, again thanks. You see, I've been a Western Pacific booster since 1909.

Mort S. Buell
Apt. 674
1445 Harrison St.
Oakland, Calif. 94612

* * *

Robert Wendt, Sr.

I am sure that there are many of our friends (retired) that do not know about my son's death, as it was very sudden. Robert C. Wendt, Sr., 53, a native of Berkeley, California, died in March, 1976.

Mrs. Henry Wendt
Berkeley, California



Wilford and Ruby Hallam on their 50th anniversary in Sacramento. On January 7, 1976 they celebrated their 51st. They have lived in Sacramento since 1931. They have three children, 15 grandchildren and seven great-grandchildren.

Married 50 Years

MILEPOSTS congratulates Wilford and Ruby Hallam on their 51st wedding anniversary. We received the following letter:

I am enclosing a picture of my wife and I, taken for our 50th wedding anniversary. We were married January 7, 1925, in the Salt Lake Temple.

I began working for the WP February 14, 1925, in the signal department. I worked as a signal maintainer, signal gang foreman, signal inspector and signal supervisor, retiring June 30, 1967—42 years and 4 months. Pictures and write-up were in September-October 1967 MILEPOSTS, pages 20 and 21.

We are enjoying life, and so far we haven't had to join the Geratol Set.

Wilford and Ruby Hallam
976 Sonoma Ave.

North Sacramento, Calif. 95815

P.S. We will both be 73 March 30 and April 25, 1976.

And Thank You, Mrs. Dudicz

Please pass this letter on to those nice engine and trainmen you employ. They are kind and considerate people and gentle folk too. I don't know if it's their own idea or rules and regulations of the company.

It's always been a pleasure to be close enough to railroad tracks to hear the whistle and "clakkety clack" of the wheels, crossing a street or road and wondering where it was going and what it was carrying. There are many people who do not feel the same because of explosions, wrecks, derailments, and people and autos getting smashed nearby their homes. The reason I'm writing this letter is, until I found myself unable to sleep (for many reasons) I didn't realize that the train whistles are greatly subdued during the "wee hours of the morning," and I think it's great!! Thank you, no matter whose idea it is.

Mrs. Lilly Dudicz
Hayward, California

* * *

Alanson W. Moore

I am writing to inform you that our beloved husband and father, Alanson W. Moore, passed away December 29, 1975. He worked and retired as a telegrapher from Western Division, Western Pacific Railroad, in October, 1969, after 17 years. He had previously retired from the Air Force in 1953. We moved to Wisner, La., where we lived until September, 1975, when his health required his being near Barksdale Air Force Base Hospital. Much time of this past year was spent at Wilford Hall, the General Hospital at Lackland Air Force Base in San Antonio, Texas.

Laura M. Moore

WP Conductor Aids Police

Sacramento Northern conductor David F. Frink, of Yuba City, played a key role in the apprehension of a suspected armed robber in Marysville, California, June 7, 1976.

At 3:20 p.m., June 7, a Yuba County Deputy Sheriff approached conductor Frink and asked his assistance in watching for a suspected armed robber, described as being a large, poorly attired man, armed with a ten-inch butcher knife. The suspect was accompanied by a large dog.

At approximately 3:40 p.m. conductor Frink observed the suspect in the process of tying his dog behind a local baseball field. The suspect was then observed walking toward the Yuba County Welfare Office.

Conductor Frink reported what he had seen to the Yuba City yard office by radio. The office in turn notified the Marysville Police Department. Police then arrested the suspect inside the Yuba County Welfare Office.

Due to conductor Frink's vigilance and alertness, the robbery suspect was apprehended within two hours of the knife-point assault he had allegedly committed.

Roger L. Poitras
Sacramento Northern
Agent & Assistant Trainmaster
Yuba City, CA

* * *

A Return To The Past

Forty years ago today I received my first call on the WP. After seven years and four months of retirement and more than ten years since I worked out of Stockton, I thought I would go out to the Stockton yard to see if there had been any changes.

On October 10, 1935, I was called at 10 a.m. for a 99-car drag headed east

with conductor G. H. "King George" Pearce, rear brakeman A. J. Smith, head brakeman D. W. "Mickey" Thomas, first-swing brakeman R. V. Stanberry, and myself, a second-string brakeman. The engineer was E. G. Hattley, and the fireman, H. E. Vandervoort.

I'll say that there is a different gang railroading today, but the Main Line is still 928 miles long and the track has not changed its width.

L. B. "Pat" Spencer, Retired
1152 Devine Drive
Lodi, Calif. 95240

* * *



NOTICE: If you are an employee of the Western Pacific Railroad or subsidiary and would like to have Mileposts magazine sent to your home—just send in your name and address with zip number to: Western Pacific Mileposts, 526 Mission Street, San Francisco, Calif. 94105. I would also welcome your comments about Mileposts . . . Paul Gordenev, editor.

"My Little Effort"

Thank you for the extra copies of "Mileposts" which included my little effort and picture. From letters I have received from "Old Rails" around the country, the "conceius" about the last Mileposts added up to "Very well done." It tickles me that I got a little piece of the Sun between its covers. It's also great to see some "Human Interest" stories included. Some Railroad Mags I receive have gone slick and totally "How to do it & make more money," which is alright—up to a point.

With the greatest respect for predecessors (I am one now), I must give an "old Saw" its just dues and agree that many times "a new broom does sweep better."

A lot of old timers I know have one fault in common, when they go back to an old ball park in which they starred, be it a railroad or a factory, and watch the new stars, they can't resist saying, "That ain't the way I used to do it." In my mind, I always add—"Thank God for that."

Some time ago, I went back to an old arena in which I performed during the "Good old days of depression"—When a slip-up would change your name to mud. I came away from the place with the thought "That You Can't Go Back." The thought kept buggin' me until I broke down and wrote an article about the visit. So help me, it hit a few like a "49er full-back"—When they're winnin.' Several publications ran it, and I got many letters from all over—Got some good info. out of some of them . . . Seems we all experience about the same things in different places.

Thanks again.

R. M. Lowe
Route 1
Snyder, Oklahoma 73566



When I worked on the WP-SP paired track at Golconda, Nevada in 1928, SP's "Overland Limited" No. 28 was almost always on time at 9:35 a.m.—eastbound for Chicago. This snap shows the fast lady coming to a graceful stop with black Spanish shawl aflutter. Most of Golconda's folks turned out to pipe her by.
RML

"You Can't Go Back"

By R. M. Lowe

Back in 1928, when I had a deficit figure due to a deficit diet, I worked a train order job at the crossing of the Western Pacific and Nevada Northern Railroads, at Shafter, Nevada. The WP's little yellow depot, with its big bay window, nestled between two high mountain ranges in a valley called "Steptoe." From my office window, I used to watch the first timid rays of the morning sun gently lighting the tip of "Pilot Peak." This famous old sentinel of the desert, named by General John C. Fremont, in 1845, guided westbound immigrant trains, including the ill-fated Donner party, until 1908, when Western Pacific nailed a railroad to the Great Salt Lake flats, and stole the old peak's thunder. Thus, putting an end to wagon trains in this area forever.

WP trains could ski down mountain sides into Shafter with ease, but it

took one or more helper engines to boost them up and out again. In Autumn, during a period that we called "fruit rushes," I saw as many as a dozen helper engines in the yard at one time. Some were tied up for rest, others were tied to freight trains waiting for orders. The office window, through which I delivered train orders to crews, usually wore a garland of coal smudged faces—questioning, threatening, and griping in general—each one with his personal "Water-gate" awaiting adjudication. The fleshy words, in their rhetoric, if cut, would have bled. The whole thing was wonderful bedlam.

Down through the years, I've hankered to go back to Shafter to see what changes, if any, took place in forty-five years. Last summer, I turned our camper off an ant path called freeway, near Silver Zone, and raced a plume of alkali dust for nine miles down to Shafter. If the road was rough, it never penetrated my dreaming of the old days. Looking into an ancient mirage, I saw a mighty steam "Mike" engine fight a 100 car freight train to a standstill opposite a water tank. I heard the hopping dance of black diamonds down a coal chute apron, and the slam-bang of the man hole cover on the engine's tank. It all seemed so real. I recalled the thrill of giving a long drag a "roll-by" as it left town. During this time, the big "Mike" would just drift while the little "Crock" helper on the head end would dig in with all it had to keep the train rollin'. When a "Kromer" cap was seen waving from the caboose, indicating that the old Skipper was aboard, the road hogger would pull the tail out on the big Mike. After a staccato of husky bangs, I'd hear a slack ripple cascading down the train that almost jerked the crummy from under



Old Nevada Northern R.R. train order semaphore at Shafter, Nevada as she looked in 1973. This signal was installed in 1908 and was operated by WP employes at the WP-NN crossing at Shafter, Nevada.

its markers. Inside, the old Cap would grab for everything in the caboose to keep from going down. I could see his lips moving but couldn't tell what he said, but felt sure that he wasn't prayin'. All these things passed in nine miles of dreaming.

If I'd had an inkling of the disappointment awaiting me at the old crossing, I'd have turned around, gone back the other way, and kept my dreams unsullied. But I didn't.

I found that the Shafter of my day had vanished. A long black skeleton of cinders and coal dust marked the grave of the big coal chute. Across the tracks, concrete pillars of water tank and pump houses stood nude and bleached in the hot sun. As I stared at them in disbelief, they seemed to lean around one another to get a better look at me. Near the crossing, where my office once stood, a tall patch of green weeds waved at the passing wind.

The only familiar thing left that knew my name was the old Nevada Northern train order semaphore. Swaying and creaking in the dry wind, it looked like I felt. Wooden paddles, warped and drooping, pointed straight out in a futile stop position. What

had once been a positive signal to stop had deteriorated into nothing more than a convenient bird roost. The old coal oil signal looked so pitifully incongruous, standing there among a horde of brightly painted electrified hussies, presiding over the crossing—their insolent green and red eyes winking favors to any and all traffic. I walked away from the kept flips with a wish they'd pop a bulb.

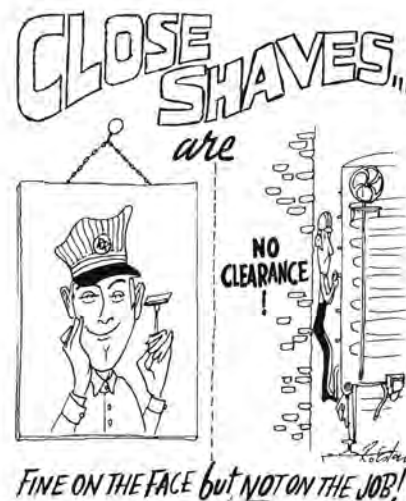
Look alike diesel engines, holding hands, and burbling like charwomen, whisked long freight trains over the crossing at passenger train speed. In cabs and cupolas, safety belted and radio equipped crew members sat rigid as mummies, and stared straight down the track. Their eyes never once turned my way. Ignored, and realizing that I hadn't the status of an old fence post, I felt like cussin'.

Puzzled and a little despondent, I walked back over to the only friend I knew. Standing there under the old order signal, minus my watch, bug,

stylus, train order hoop, and oil lantern, I suddenly felt a close kinship with old "Droopy-Paddles." After all, we were the last of our kind. Our sun had set—and there we were, like fading leaves around the base of a tree, just waiting for winter's wind and snow to pull the covers up over us.

I managed a little chuckle, though, when I thought how all men and their trinkets are eloquent at one period in their lives—After that, comes the inevitable twins—time and age—these two make them children, once again.

As I mused at the vagaries of life, and realized that I had always been just an honest mechanic and not an artist of railroading, and didn't know all the answers, I mellowed somewhat, and as the young trainmen flashed by, in the prime of their lifes' work, I bore them no malice. Instead, I wished them safe passage, much enjoyment, and a long postponement of the inevitable day when they, too, would feel old winter's wind.



Honorary Trainmaster: Rosalie Garcia

Conductor Dave Frink said a Christmas present for Rosalie had occurred to the crew earlier in the year and that her Christmas card spurred them on to make it a reality.

Exchanging "highballs" with Rosalie over the years has been one of the high points of Dave's job.

"One night I was working at my desk (in the caboose), and we went by Rosalie's house before I realized I had nearly missed her. But I was able to get out there and light my lantern so she could see it," Dave said.

December 23 was also an important day to switchman McNeil. Mac was soon to retire on January 2, after 30 years of service, and he received a standing invitation to drop by from Rosalie's mother, Isabel Garcia, and visit the family.

Rosalie was invited into the cab of the locomotive by engineer Mel Thayne. She tooted the whistle and was named honorary trainmaster for the Yuba City-Marysville Division.

The crew—engineer Thayne, switchman McNeil, Conductor Frink and brakeman Jack Hanchett—was joined in the trackside festivities by assistant trainmaster Roger Poitras.

Rosalie said she wants to be a railroader when she grows up. She already owns two electric trains with which to practice her future career. Now that Rosalie has a lantern, she will be able to wave to the crew in real railroad style.

A Sacramento Northern local freight made a special stop at Tierra Buena (three miles west of Yuba City) last December 23. This special stop was to deliver a teddy bear, a box



Rosalie Garcia sits on the lap of engineer Mel Thayne and toots the whistle on his locomotive. (photo: Marysville-Yuba City "Appeal-Democrat.")

of chocolates and a railroad lantern—all Christmas presents—to six-year-old Rosalie Garcia.

When Rosalie was only nine months old, her mother would carry her to the front of their Jefferson Road home and wave Rosalie's arm at the crew as they passed. She has been waving at the passing crew ever since.

Now that Rosalie attends school in the morning, she gets home in time to wave to the crew in the afternoon.

"Rosalie has grown up with us," said switchman D. E. "Mac" McNeil. "Lots of kids come out to watch us go by, but not like she does. As a rule, the others are throwing rocks."

For the past few years Rosalie has sent a Christmas card to the SN employees at Yuba City and has signed them, "The little girl who waves good-bye on Jefferson Road."

In Memoriam

D. O. Armenia, retired laborer, Live Oak, February, 1976.

Anita C. Bagge, retired clerk, San Francisco, September, 1975.

Edgar Earl Baham, locomotive engineer, Stockton, December, 1975.

John E. Bahnmitter, retired brakeman, Los Angeles, March, 1976.

C. A. Bailey, retired water service maintenance man, Sacramento, February, 1976.

John Francis Bass, brakeman, Portola, September, 1975.

Iby B. Bear, retired track laborer, Grantsville, Utah, October, 1975.

William B. Brokaw, retired locomotive engineer, Oakland, November, 1975.

Byron L. Brown, retired switchman, Dublin, October, 1975.

William C. Brown, retired machinist helper, Oakland, November, 1975.

Amos S. Calhoon, retired switchman, Ft. Pierce, Florida, September, 1975.

Charles E. Checketts, retired electric inspector, Concord, March, 1976.

Galen A. Cloud, retired brakeman, Portola, October, 1975.

Basil S. Cole, retired brakeman, Evanston, Wyoming, January, 1976.

Ernest O. Dart, retired carman, Oroville, September, 1975.

Eduard Delahoussaye, retired waiter, Oakland, November, 1975.

Sam Draye, retired machinist helper, Spokane, Washington, September, 1975.

E. R. Edmiston, retired track laborer, Oakland, January, 1976.

Ernest S. Eshon, retired locomotive engineer, San Pablo, November, 1975.

Paul C. Evans, retired clerk, San Leandro, November, 1975.

W. C. Filbeck, retired locomotive engineer, Stockton, December, 1975.

Edward H. Field, retired store helper, Sacramento, November, 1975.

Edwin Fisher, retired car inspector, San Jose, November, 1975.

J. R. Fletcher, carman, Sacramento, May, 1976.

David B. Floyd, retired switchman, San Francisco, February, 1976.

Jerauld E. Fritz, retired locomotive engineer, Oroville, November, 1975.

Essie M. Garfield, retired cook, Wendover, Utah, September, 1975.

Christopher M. Gazlay, laborer, San Francisco, January, 1976.

John F. Geczy, retired car inspector, Stockton.

Leon A. Gordon, retired lead car inspector, Stockton, March, 1976.

Glen B. Gorham, retired locomotive engineer, Olympia, Washington, February, 1976.

Edward M. Hansen, retired chief ticket clerk, Oakland, March, 1976.

Charles A. Hansen, retired clerk, Manistique, Michigan, September, 1975.

Emile A. Heberle, retired sales representative, Cincinnati, Ohio, February, 1976.

J. W. Hendricks, signalman, Sacramento, March, 1976.

Jess L. Hernandez, retired sec. laborer, Elko, Nevada, October, 1975.

Arthur M. Hildahl, retired carpenter, Richmond.

In Memoriam

A. J. Hood, crane operator, Herlong, May, 1976.

Louis M. Hughes, retired machinist helper, Oroville, March, 1976.

H. R. Hunter, retired brakeman, Bakersfield, September, 1975.

William M. Jenkins, retired diesel foreman, Oroville, September, 1975.

Edwin R. Jennings, retired passenger traffic representative, Burlingame, October, 1975.

John K. Johnson, retired carman, Hayward, January, 1976.

Taylor M. Johnson, retired conductor, Elko, Nevada, October, 1975.

Yngve H. Johnson, retired deckhand, San Francisco, March, 1976.

Percy L. Jones, retired switchman, Fort Worth, Texas, November, 1975.

Harry L. Lingo, retired locomotive engineer, Sonora, December, 1975.

Julian Lobatos, retired sec. laborer, Sacramento, September, 1975.

James E. Lynch, retired locomotive engineer, Keddie, December, 1975.

Mads C. Madsen, retired general foreman, Oroville, December, 1975.

Anita McCabe, retired clerk, Oakland.

Russell E. McCurdy, retired carman, Portola, November, 1975.

Dennis J. McKenna, retired locomotive engineer, Salt Lake City, Utah, September, 1975.

Joseph H. Merrion, retired watchman-clerk, Alameda, April, 1976.

Gordon M. Middleton, retired general car supervisor, Morro Bay, February, 1976.

Juan R. Modesto, retired carpenter, Stockton, December, 1975.

Alanson W. Moore, retired telegrapher, Bossier City, Louisiana, December, 1975.

Elvin S. Mullins, retired carman, Lathrop, November, 1975.

Leslie V. Noble, retired water service maintenanceman, Elko, Nevada, February, 1976.

Bert Onortham, retired conductor, Stockton, September, 1975.

Tom S. Panos, retired sec. laborer, Athens, Greece, February, 1976.

Robert W. Peacock, retired clerk, Sacramento, October, 1975.

Francis V. Perry, retired travel freight agent, Oakland, February, 1976.

Jesse C. Pike, retired section foreman, Holdenville, Oklahoma, November, 1975.

George P. Poe, retired switchman, Mountain Home, Idaho, December, 1975.

Vito Poncioni, retired store helper, Sacramento, December, 1975.

John W. Porter, retired conductor, Oroville, February, 1976.

Noah A. Potter, retired sec. foreman, Dear Lodge, Tennessee, November, 1975.

Mackenzie Purcell, retired agent-telegrapher, Ryderwood, Washington, September, 1975.

Rolland F. Rickmon, retired carman, Oakland, March, 1976.

Russell H. Robinson, retired superintendent, Oakland, November, 1975.

Harvey L. Ross, retired yard clerk, Stockton, December, 1975.

Harry L. Rutledge, retired waiter, Berkeley, September, 1975.

W. A. Sherrill, clerk, Sacramento, April, 1976.

Ronald V. Sparrow, brakeman, Elko, Nevada, October 29, 1975.

Jessy R. Stiver, retired switchman, N. Royalton, Ohio, February, 1976.

Dorothy Storey, retired ticket clerk, Orinda, March, 1976.

M. R. Strang, brakeman-conductor, Quincy, May, 1976.

Lars B. Tang, retired brakeman, Salt Lake City, Utah, September, 1975.

Walter E. Thacker, retired locomotive fireman, Reno, Nevada, March, 1976.

John Timmerman, retired machinist, Canoga Park, December, 1975.

Frank Torres, retired laborer, San Francisco, October, 1975.

L. S. Torres, retired laborer, Union City, April, 1976.

Fredrick Tyroff, retired carman, Wendover, Utah, March, 1976.

Wilber R. Seeber, retired machinist, Sacramento, December, 1975.

Cornelius A. Uhl, retired clerk, Berkeley, December, 1975.

Harry S. Vandrielen, retired locomotive engineer, Portola, January, 1976.

William L. Walk, retired machinist, Grand Junction, Colorado, January, 1976.

Willia Watson, retired chief clerk, Laguna Hills, March, 1976.

Laurie Walton Whitaker, retired switchman, March, 1976.

George D. Williams, retired clerk, Lafayette, January, 1976.

Melvin P. Williamson, retired fireman, Redding, January, 1976.

K. P. Wood, terminal superintendent, Sacramento, May, 1976.

Roy Woodin, retired pumper, Fallon, Nevada, December, 1975.

Emmitt Young, retired track laborer, Winnemucca, Nevada, November, 1975.



Next issue of Mileposts will feature Part II of Our Bicentennial Year with highlights of the activities on the Western Pacific. J. H. HARPER and W. E. (RED) McCAIN are helping WP to get ready for the celebration at Oakland.

Are You Moving?

When you notify Mileposts of a change in address be sure to give both your old and new addresses, including both zip codes.



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Volume 27, No. 2 Winter '75-Spring '76

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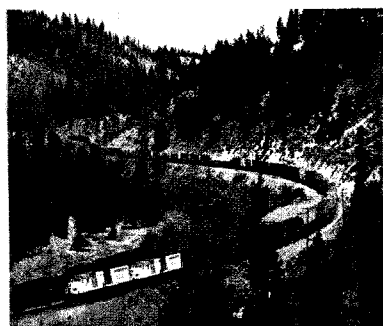
J. 1776 ROCK CREEK



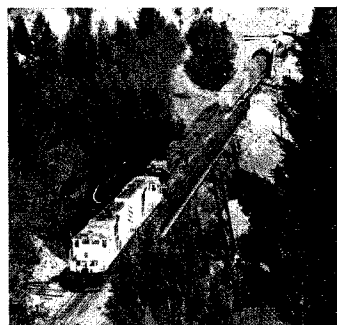
K. 17 & 1976 ROCKCR.



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GENERAL HISTORY ON RAILROADS

Many people probably thought that it was not only a strange-looking contraption, but a silly fad, as well. Nothing would ever replace the horse-drawn carriage—that's what the cynics and cracker barrel philosophers of the day enjoyed telling each other. Yet, when the "Best Friend of Charleston" huffed and chugged along its tracks on Christmas Day in 1830, people stood open-mouthed. They couldn't help but note that the engine was doing a rather smooth job, pulling a six-car, fifty-passenger payload over 137 miles of rail. And not only that, but it was doing it at a steady speed of 21 miles per hour!

And so it was that the practice of scheduled rail service in the United States, making use of steam power, came into existence.

Of course, canal and stagecoach operators, fearful of losing business, cried out against the railroads. "They're ugly!" "And much too loud!" They pointed their fingers to the fact that the "Best Friend," after being in service for only six months, had suddenly been ripped apart by an explosion one morning, killing its fireman.

"These strange new machines are unsafe!" the opponents cried. "Let's put an end to this menace!"

Nevertheless, railroading had passed the point of no return. The new industry was not to be stopped. When the Baltimore & Ohio Railroad put out a bulky, one-ton steam engine called the "Tom Thumb," it was at first laughed at. But after watching the "Tom Thumb" easily outdistance a horse-drawn carriage in a much-heralded race, it became even more apparent to the public that there was something to be said for these new-fangled machines. Railroads were indeed here to stay.