

WESTERN PACIFIC

Mileposts

SUMMER-FALL 1975





This inside view shows an auto being loaded into the "B" (or second) deck of a tri-level railroad car headed for Jersey City. The loading and tie-down operations can be accomplished in a matter of minutes.

a new industry at Oakland

Tn'T, Inc.

In April of 1975, Western Pacific was fortunate to acquire a new industry in Oakland, namely Tn'T, Inc. Tn'T is a freight forwarder of automobiles and specializes in transporting personal autos of individuals who are being relocated around the country. Many people would rather have their personal cars shipped to their new location than drive it themselves or have it moved by a so-called drive-away company.

Tn'T charges a published tariff rate on a per vehicle basis, and in turn they pay a flat charge per bi-level rail car, and they make their margin of profit

on the difference in these rates.

Service is Tn'T's biggest advantage because they accumulate carloads of vehicles in a matter of days and therefore can offer their customers an expedited service. For this reason, spotting of Tn'T cars is very important and receives close attention by our Oakland Yard.

In addition to Oakland, Tn'T operates terminals in Los Angeles, Chicago, Miami, Dallas, and Jersey City. They also have terminal arrangements at all principal auto ramps and steamship terminals in the U.S., including Alaska and Hawaii.



The marketing department is working on developing additional vehicle business into the Oakland Auto Terminal. As the above sign indicates, in addition to Tn't's business WP is handling motor homes, campers, and other vehicles at this new east bay facility.



At Western Pacific's Oakland Auto Terminal ramp #1 (right) can handle automobiles on and off of bi-level and tri-level railroad cars,

while ramp #2 (left) is designed to load and unload motor homes, campers and travel trailers from single deck rail cars.

The loading and unloading of the automobiles is done at the multilevel ramp at the new Oakland Auto Terminal and vehicles are stored in a fenced paved area, which was formerly the WP piggyback yard adjacent to Middle Harbor Road in Oakland.

As Tn'T's business grows, the num-

ber of multi-level cars handled by WP will increase. If you know a friend or acquaintance who plans to move their vehicle across country, you might want to refer them to Mr. Charles Cogar, Terminal Manager, Tn'T, Inc. at Oakland, phone number (415) 444-7620.



WP's market manager John Sanftner (left) discusses loading procedure with Charles Cogar, terminal manager for Tn'T, Inc. at Oakland.



Automobiles are loaded on to tri-level railroad cars using WP's multilevel ramp at the new Oakland Auto Terminal located on Middle Harbor Road.



MILEPOSTS

Meet your SF credit union



The 1975 credit union directors and officers elected in January are (from left, standing) Jane Hyland, Stan Bray, Van Davison, Bob Brew, Clyde Moll, John Etchebehere, Bill Royal-vice president, John Miller (seated), Bill Hamilton-president, July Rauschmeier, Blandy

Norstrom - general manager - treasurer, Eleanor Madsen and Tina Phillips-secretary. During the summer Elaine Grossett (not shown) replaced Tina Phillips as secretary and Ron Bennett (not shown) replaced Van Davison as director.

The Western Pacific San Francisco Employee Federal Credit Union has loaned \$5 and one-half million to WP employees in San Francisco since its inception 21 years ago.

For either loans or savings, the credit union is a personable place because its directors are WP employees who work in various departments. One big plus for the credit union is loan interest rates that are lower than commercial bank rates.

The credit union office is conveniently located in the fourth floor annex of the general office. A payroll deduction plan, for either savings or loans, is available to employees.

Employees who want to know more about the credit union are invited to call general manager Blandy Norstrom at ext. 590, or write, care of the credit union, to 526 Mission Street.

The credit union's directors and officers would like to wish everyone a happy holiday season.



Roger G. Meldahl



P. R. McElheney



W. M. Blackerby



P. Norgaard



J. W. Hoppenjans



J. A. Friedman



T. P. Sheridan

Appointments

Marketing

Western Pacific's general office welcomes Roger G. Meldahl as its new vice president of marketing, effective July 1st, 1975.

Roger was promoted from general sales manager—east, Chicago; a position he held since 1972.

His railroad career, spanning nearly 20 years, began on the old New York Central System in the freight sales department.

Rogers' extensive railroad experience included positions as district freight and coal salesman, which led to district freight and coal sales managerships. His last position before joining WP was as regional sales manager at Penn Central headquarters in Philadelphia.

He says he is very pleased to be part of the WP team and hopes to remain with a company that is "going places."

Roger and his wife, Jackie, have four children. They are, Mark, 20, Janet, 18, Tom, 16 and Lynn, 12. They reside in Hillsborough, Ca.

* * *

The newly appointed general sales manager — east, Chicago, is P. R.

"Dick" McElheney, most recently general manager of pricing services—San Francisco. He replaces Roger G. Meldahl, the new vice president of marketing.

In 1959, Dick's varied Western Pacific career began in Cincinnati, then resumed on the West Coast in 1960. There, he held a variety of sales and pricing positions in Seattle, Oakland and San Francisco.

This outdoorsman's numerous extra-railroad activities include swim association membership, Boy Scouts leadership, tennis, backpacking and golf.

Dick resides in Naperville, Ill., with his wife, Martha, and two children; Jeff, 16 and Jill, 13.

* * *

William E. Blackerby has been appointed to sales manager—Portland as of July 1st. His most recent post was as assistant sales manager—Portland.

A recent recipient of his 20 year pin, Bill joined WP in San Francisco in 1955.

He is a snow and water skiing en-

thusiast, a golfer and a fisherman.

Residents of Beaverton, Or., the Blackerby family includes Bill's wife, Betty, and their two children; Karen, 16 and Keith, 15.

* * *

Peter Norgaard was promoted to sales manager-Sacramento effective July 1st. Pete began his WP career as a junior file clerk in the accounting department at San Francisco in February, 1964. Later that year he transferred to the passenger department as clerk and in 1965 was promoted to service representative-marketing department. In 1967 he was appointed to sales representative at Portland, Or. He has since worked as sales rep. at Pasco, and Seattle, Wa. In May 1973 he was promoted to chief of sales and development at San Francisco. His last position was sales rep. at Oakland prior to the promotion to head the Sacramento sales office.

* * *

J. W. Hoppenjans was appointed sales manager of the new Atlanta, Georgia, office on January 1, 1975. He entered WP service in 1952 as a chief clerk in the Cincinnati district sales office. He has since held the position of traffic representative at Cincinnati,

resident sales representative at Memphis and district sales manager Wash., D.C. before becoming sales manager at Atlanta.

* * *

As of February, WP's new Bay Area sales manager is John A. Friedman, who has held that same position in Los Angeles since 1973.

This native of Kansas City, Mo., received his B.S. degree in Education in that state and began his professional life as a social worker.

His first WP position was in 1966 as chief clerk in Kansas City. Since then, he has held sales representative, supervisorial and managerial posts.

John, who lives in Oakland with his wife, Charlene, claims fishing and hunting as his favorite sports.

* * *

Tom P. Sheridan was appointed to the position of manager-sales planning on January 1, 1975, after working a brief period as switchman in Oakland. Tom took his degree in business administration at Gonzaga University in Spokane, Washington, in 1970. He will be headquartered at the general office in San Francisco.

Appointments . . .



G. M. Plummer



D. E. Wilson



R. E. Forst



James M. Ferrol

Gerald M. Plummer was appointed supervisor customer services-marketing department in April, 1975. Jerry is a graduate of Kansas State University with a B.S. degree in political science. He joined the WP in 1974 and worked in the freight claims department until this appointment. Jerry will be headquartered at the San Francisco office.

* * *

David E. Wilson has been appointed sales representative headquartered in Oakland at the Bay Area Sales Office as of April 7th.

Dave comes to the WP with a varied background of 12 years in railroad-ing, which include operating, clerical and sales. Dave will be responsible for the sales accounts in San Francisco.

* * *

R. E. Forst was appointed pricing staff assistant-intermodal in the marketing department in March, 1975. He entered WP service as a transportation analyst in the economics and cost analysis department in January, 1974. He holds a B.S. degree in business ad-

ministration with a marketing concentration from Roosevelt University in Chicago.

Accounting

James M. Ferrol has been appointed manager of financial control and analysis. This promotion is one of many since Jim began his WP career as a clerk at the general office in 1948.

He held his first railroad job at 15 in his home city of Glasgow, Scotland, for the London Midland and Scottish Railway Company.

Jim is active in his church, the Order of Scottish Clans. His hobbies include gardening and golfing.

Jim lives in San Jose with his wife, Isabella. They have three children; Margaret, 24, James, 18 and Robert, 13.

The following appointment was recently announced by controller Lee P. McLaughlin:

J. G. Etchebehere appointed Manager-Disbursements.

Transportation

The following appointment was announced recently by director-transportation R. E. Artusy:

C. P. Hughes, manager-transportation will assume responsibility for staff supervision over station procedures and application of demurrage rules in addition to his other duties.

Western Division

The following appointments were recently announced by division superintendent C. G. Yund:

T. H. Shepherd appointed assistant master mechanic, Portola.

D. Thompson, Jr. to supervisor-signals and communications, Hayward.

J. E. Vlasak to supervisor-signals and communications, Sacramento.

G. L. Neilson to supervisor-signals and communications, Keddle.

A. W. Delong to the new position of track supervisor, Sacramento.

H. Hayes promoted to terminal trainmaster at Sacramento.

P. E. Kalthoff appointed assistant trainmaster-agent, Portola.

Eastern Division

The following appointments were recently announced by division superintendent J. C. Luser:

K. J. Mize to supervisor-signals and communications, Elko.

C. E. Bossen to supervisor-signals and communications, Winnemucca.

G. R. Groves to roadmaster, headquarters Elko.

K. W. Copsey to bridge, building and track inspector, headquarters Elko.

Engineering

The following appointments were recently announced by chief engineer A. W. Carlson:

R. Hernandez to general supervisor-lines, headquarters Sacramento.

A. L. Chaplin to communications supervisor, Elko.

G. A. Barnes to roadmaster, MP 319 to clear point of SP switch Flanigan, headquarters Portola.

D. G. Paul to roadmaster, 3rd subdivision (MP 232.3 to MP 319), headquarters Keddle.

K. R. Sawyer to track supervisor (4th subdivision), headquarters Keddle.

The following relocations from Sacramento to the general office in San Francisco were recently announced by chief engineer A. W. Carlson:

B. L. McNeill, Jr., engineer-signals and communications.

R. E. Enger, superintendent-communications.

E. A. Thompson, superintendent-signals.

R. B. Reynolds, assistant engineer-signals.

R. R. Gifford, project engineer-signals.

R. B. Kunde, estimating engineer.

Mechanical

The following appointment was recently announced by division superintendent C. G. Yund:

R. L. Millhiser was promoted to position of master mechanic, headquarters Sacramento.

The following appointments were recently announced by chief mechanical officer R. W. Mustard:

P. A. Gallant was promoted to manager of AAR car billing and loading rules.

A. G. Slade was promoted to mechanical coordinator, headquarters San Francisco.

Law

The following appointment was recently announced by vice president-law Walter G. Treanor:

E. J. Toler was appointed attorney, headquarters San Francisco.



Picnic Day at RVJ (Rio Vista Junction)

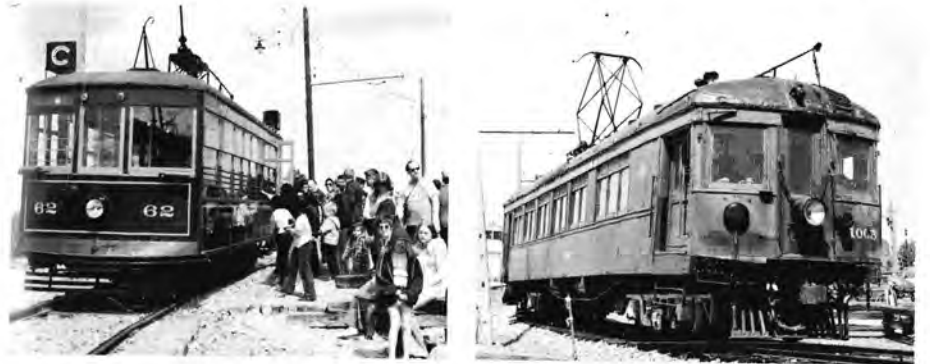
The California Railway Museum invited employees and families of the WP and its subsidiaries to visit the museum on May 10th and ride the trains of yesteryear.

The museum, located near Fairfield, Ca., has equipment formerly owned by either the WP or the SN and includes a Birney type streetcar used in Chico, the lounge car "Feather River"—once a deluxe car on the "Exposition Flyer," electric locomotive 654 — last used in Marysville-Yuba City, the steam locomotive WP 334 "Mikado," a 2-8-2 wheel arrangement and over a dozen street cars that came from different parts of the country.

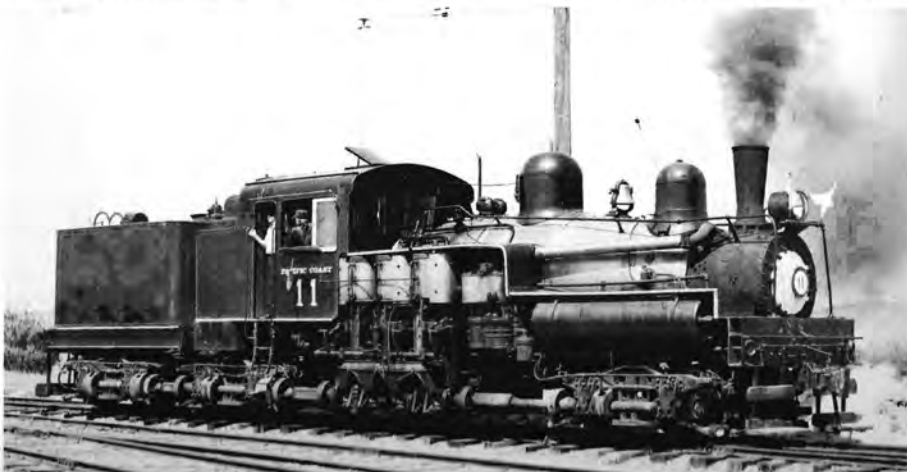
Following the afternoon picnic, there was a rolling pageant featuring all operating exhibits and an explanation of each one's origin.

No doubt, it was an interesting and enjoyable day for everyone, and plans are being made to have a WP day at the museum every year. The museum's future plans include a major extension of the operating line, additions to the collection of railway memorabilia, construction of an authentic railway station and car barns. Don't miss next year's gathering.

The museum's address is State Highway 12, Rio Vista Junction, Solano County, California.



Picnic Day at RVJ . . .



Mileposts wishes to extend special thanks to photographers Henry Brueckman and Ken Meeker for their coverage of Picnic Day at RVJ. And thanks to machinist apprentice Richard Juards of Stockton for his reporting.



aboard car one



Business car waiter Frank Allain (left) and chef John Charles are shown in their working uniforms just prior to serving a formal luncheon to guests aboard business car #1. After the last "CZ" run in March, 1970, Frank and John

continued their service on the WP business cars #101 and #1.

Bernard Osborne (not in photo), a veteran WP dining car waiter, relieved Frank Allain on his retirement May 31, 1975.

"Let's make the last one like we made the first one . . ."

Frank A. Allain

Dining car waiter Frank A. Allain's 40 years with the WP ended on May 31, 1975.

Frank, 65, recalled recently his days working on bygone passenger trains.

"The 1930's was the greatest railroad period I worked through," he said of his years on the Exposition Flyer, which went from Oakland to Chicago via the Feather River Canyon.

In those Depression years, stock market quotations were frequently put on board. The lounge car was furnished with inlaid wood finishings and deeply cushioned chairs.

"There were six entrees for dinner and a large ala carte menu," Frank said. "We carried fresh shrimp in those days."

The Flyer was replaced in 1949 by the California Zephyr, and Frank was aboard the new train. Children aboard the Zephyr enjoyed a special treat when it was their birthday.

"It's pretty hard to bake a cake on a train with all that motion," Frank said. "You would always wire ahead and ask Denver to put a small cake aboard. You had to wire ahead any-

way for supplies."

"Those sure were good days, back then," he said. In 1970, when the Zephyr made its last run, Frank tried to cheer up his fellow co-workers and make the trip a good one:

"The day we left Oakland on the last trip everybody was down, and I said, 'Let's make the last one like we made the first one . . .' There was no need in letting down at the end of the race."

Frank spent his last five working years on the two business cars, nos. 1 and 101. Car 101, known as the "Doris Duke," was sold the same month that Frank retired.

Frank served as president of the Dining Car Employees' Union, Local 456 from 1973 to 1975. He was raised in New Orleans and graduated from Xavier High School.

Frank helped to form the Boy Scouts' Troops in Harbor Homes in Oakland during World War II. He has been a member of the NAACP for 25 years and is active in St. Augustine Catholic Church in Oakland. Frank lives at 631 - 62nd Street, Oakland 94609.

Frank A. Allain was honored at a special luncheon at a World Trade Center restaurant in San Francisco just prior to his retirement after 40 years with WP's dining car and business car departments. Among the guests at the luncheon were (left) R. G. Flannery, President and Chief Executive Officer; Frank Allain; Alfred E. Perlman, Chairman of the Board, and John Charles, chef on the WP's business car 1.





Car 101 took on a Bi-centennial mood thanks to the new owner's representatives, the Railcar Restoration and Development Company

of Mill Valley, California. The next morning the newer of the two business cars was leaving Oakland for a new home in Barstow, Ca.

Last run for WP business car 101

Western Pacific's business car 101 made its last run on May 24, 1975, completing 48 years of service with the Railroad. It left the Oakland yard for Stockton, and then continued, via the Santa Fe Railroad, to its new home in Barstow, Ca., where it will become part of a shopping-restaurant complex made from old railroad cars.

The car was built by the Pullman Company in 1917 for Mr. Duke, owner of the Reynolds Tobacco Company, and named the "Doris Duke," after his daughter. The Doris Duke was headquartered on the Piedmont and Northern Railway until 1927, when it was sold to the Western Pacific and re-numbered WP 101. The original sil-

verware, engraved with the name "Doris," came with the car.

Car 101 was used for transporting government dignitaries and company officers to special ceremonies. Henry M. Adams was the first of seven WP presidents to use the car.

The car, which accommodated ten persons, contained a kitchen, a dining room, a lounge, four bedrooms and an open-end observation platform.

Waiter Frank A. Allain, who worked on car 101 with Chef John Charles, retired shortly after the car left the WP. Now that the 101 has been assigned to new duties away from the WP, the more modern car 1 is the WP's remaining business car.

Without fanfare, car 101 departs Oakland behind WP's eastbound morning freight "GGM" enroute to Stockton. This brought to a close 58 years of railroad company service.



Business car 101



Two generations of railroad cars are illustrated in this photo with caboose 481, built in 1974, business car #1 (center) built in 1912, and business car #101, built in 1917.

News from your Railroad Retirement Board

INCREASE IN RAILROAD UNEMPLOYMENT AND SICKNESS BENEFITS

In September 1975, the U.S. Railroad Retirement Board began paying increased unemployment and sickness benefits under recent legislation enacted by Congress amending the federal Railroad Unemployment Insurance Act. This legislation was based on joint recommendations negotiated by railway labor and management.

Under the amended Act the maximum daily benefit rate increases from \$12.70 to \$24 retroactive to July 1, 1975, and maximum biweekly benefits will go up from \$127 to \$240. Starting July 1976, the maximum daily benefit rate increases further to \$25. An individual's daily benefit rate is figured as 60 percent of his last daily rate of pay subject to the \$24 (or \$25)

maximum rate, but in no case can it be less than \$12.70.

The new law also provides extended unemployment benefit periods of up to 13 weeks to employees with less than 10 years of service during periods of high unemployment. Such conditions are in effect at the present time. Under previous law, extended benefits were payable only to employees with 10 or more years of service.

The law also changed the provision for payment of sickness benefits for all days of sickness over seven in the first 14-day registration period to provide for payment of such benefits for all days of sickness after a four consecutive day waiting period. If the illness continues, benefits will be paid

for all days in excess of four in subsequent registration periods. However, a new four consecutive day waiting period applies in the case of a new illness.

The basic eligibility requirements for new employees were also liberalized. It was previously required that a new employee have at least seven months of railroad service in the qualifying base year as well as the creditable earnings of \$1,000 required for all employees. The seven-month requirement was lowered to five months.

Also, in the first 14-day claim period after the start of a legal authorized strike, unemployment benefits are payable for each day of unemployment in excess of seven. If the strike continues beyond 14 days, benefits are payable in later periods for each day in excess of four, the same as under previous law. No benefits are payable because of unemployment due to the strike if it lasts less than eight days.

Railroads will pay higher unemployment insurance taxes starting in 1976 to finance the increased benefits (employees are not taxed for unemployment and sickness benefits payable under the Railroad Unemployment Insurance Act).

Although most unemployment and sickness claimants will begin receiving retroactive payments at the increased rates in September, beneficiaries who received supplemental unemployment or sickness benefits after July 1 are only entitled to the amount they would have received from both the Board and their supplemental plans if the new \$24 maximum rate had been in effect from July. Any excess of that amount will be paid to the employer or insurance company if application is made within 30 days.



RAILROAD RETIREMENT TAX INCREASE IN 1976

Beginning January 1, 1976, the maximum amount of railroad earnings subject to regular railroad retirement taxes will increase from \$1,175 to \$1,275 per month. This increase results from a raise, recently announced by the Social Security Administration, in the annual amount of social security earning subject to taxes. Starting January 1976, the maximum amount of annual earnings subject to social security taxes will be increased from \$14,100 to \$15,300. By law, the railroad retirement monthly maximum is one-twelfth of the social security annual maximum.

The tax rates for railroad employees, 5.85 percent, and railroad employers, 15.35 percent, are unchanged. Therefore, additional taxes will be paid by railroad employers and employees only in months when an employee earns in excess of \$1,175. The maximum tax increase will be \$5.85 per month for an employee and \$15.35 for his employer. The employees paying the higher taxes will, of course, receive higher earnings credits toward future retirement and survivor benefits.

New safety program



Leo Hamlin is a Western Pacific switchman at Oakland with 20 years service and NO INJURIES. In the above poster note the proper dress and proper way to pull pin.

Jim Brown, director of rules and safety, has developed a new "personalized" safety program during 1975. The program features Western Pacific employees, with excellent safety records, photographed at their jobs to

demonstrate a SAFE way to perform our work. The new posters are displayed at many 'on line' terminals to remind us to always THINK ABOUT SAFETY.

WP receives Harriman Safety Award



Roger G. Meldahl (left), vice president of marketing (then general sales manager) for the Western Pacific Railroad accepts the Bronze Medal for his railroad's category in the annual Harriman Award competition for outstanding achievement in employee safety. Offering congratulations are the Hon. W. Averell Har-

riman (center), former ambassador at large and governor of New York, and William T. Coleman, Jr. (right), Secretary of Transportation. The awards were presented at a ceremony held at the Department of Transportation in Washington, D.C.

Sixteen railroads were recognized for their employee safety achievements at a ceremony held last May at the Department of Transportation in Washington, D.C.

Western Pacific received a bronze medal in the Harriman Memorial Awards for employee safety performance during 1974. Secretary of Trans-

portation William T. Coleman presented the awards.

"Safety in transportation doesn't just happen. Like anything else that works, safety requires a lot of hard work, a lot of cooperation, and a good deal of dedication on the part of everyone involved," said Coleman.

The late Mrs. Mary W. Harriman



Safety Award . . .

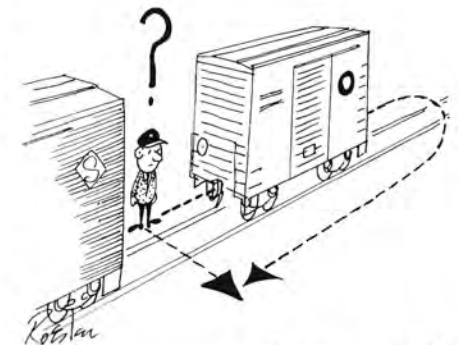
established the Harriman Awards in 1913 in memory of her husband, a pioneer railroad builder. Their two sons, W. Averell Harriman, former governor of New York, and E. Roland Harriman, chairman of the American National Red Cross, have carried on the awards.

This awards program is aimed at stimulating employee safety practices among U.S. railroads. It is coordinated through the E. H. Harriman Memorial Awards Institute in cooperation with the Harrimans.

If you have any ideas that might be included in the 1976 safety program, Jim would very much like to hear from you. Please drop a note with your suggestions to Jim Brown, director rules and safety, Western Pacific Railroad, San Francisco 94105. And thanks for thinking about it.



Short-Cuts DON'T
ALWAYS SAVE TIME.



Some may **STOP IT!**



At the dinner in his honor, Vern Geddes joined the "ranks of the retired" and many were on hand to welcome him into their ranks . . . (left) Russ Cleland, Al Potter, By Larson, Bill

Racine, "Vern," Joe Hamer, Harold Heagney, Nick Schoeplein, Dave Spowart and Dick McCarthy.

They Have Retired

Vernon W. Geddes

The general office accounting department is still talking about their most celebrated retirement dinner in 1975 in honor of the manager-car accounting Vernon Geddes, who retired on January 31st. Vern started his career with the WP in December of 1928. He held various clerical positions until his appointment to assistant auditor of revenues in October, 1950. He was promoted to his last position as manager-car accounting in March of 1970.

The toastmaster who helped make this a most humorous evening for all who were present was the witty Bill Racine, retired chief clerk for the Revenue Accounting's passenger bureau. The fine dinner and dance was held at A. Sabellas restaurant at Fisherman's Wharf and was attended by

some 150 fellow employees and retired employees who came to wish "Vern" and his lovely wife "B" a happy retirement. The Geddes make their home at 290 Fairway Drive, Novato, Ca.

"B" shows mild surprise as Vern receives a colorful "green" tree presented on behalf of his fellow employees by Tina Phillips and John Morgan.



"Many happy returns" to "B" and Vern Geddes at the end of a fine dinner party at Fisherman's Wharf.



A grand evening was had by all the active and retired WP employees in attendance at the dinner in Vern's honor. Among the happy guests were "toastmaster" Bill Racine, George Welch and Dave Spowart.



Robert L. "Bob" Runge (left) sales manager-Sacramento receives a token of appreciation and congratulations from R. G. Meldahl, V.P. marketing, at a dinner in "Bob's" honor at the Sacramento Inn on his retirement after 46 years with the WP.

describes the highlight of his WP service as his special assignment at Oroville from 1961 to 1964. There, he promoted WP's bid on the dam project and remained to perform transportation duties for the Oroville Dam builders.

Bob was named Sacramento Valley Railroad Man of the Year in 1971. He was also a past president of the Stockton Traffic and Fresno Transportation clubs.

Bob lives in Carmichael, Ca., with his wife, Euleene, where he enjoys reading, golf (handicap of eight) and all spectator sports.

* * *

Edward C. Richardson, sales representative-Kansas City, Mo., gets warm congratulations at his retirement party from well wishers (from left) traffic manager Fred Eskelin, assistant vice president-sales William McGrath (Edward) and sales manager-St. Louis George Schroeder. Edward retired with 44 years of service.



Robert L. Runge



After 46 years of service and more than ten WP positions to his credit, Robert L. Runge retired on June 30th as sales manager—Sacramento.

Bob's career began in 1929, when he was a crew caller for our then 20-year-old company. He advanced through such positions as yard checker, train desk clerk, industry clerk, traveling freight agent in Stockton traffic and district sales manager—Fresno.

This native San Franciscan de-

They Have Retired . . .



Edward C. Richardson, sales representative-Kansas City, Mo., receives a certificate of appreciation at his retirement party from George Schroeder, sales manager-St. Louis. Edward retired with 44 years of service.

Edward C. Richardson

Edward C. Richardson, sales representative at Kansas City, Mo., has retired after 44 years with the WP. He started his WP career as chief clerk in the Detroit office in October of 1930. Ed entered the Army-Air Force in 1942 and after being honorably discharged with the rank of major he returned to his job in Detroit. He was appointed sales representative for the WP at Kansas City, Mo. on January 15, 1951, where he remained until his retirement. He has been active with the Traffic Club of Kansas City for many years.

Ed and his wife Jessie have temporarily moved to Detroit to live with Ed's 86 year old mother. In the near future the Richardson's plan to make their retirement home in Florida. Ed is looking forward to devoting more time to his favorite hobbies: golf, fishing and spectator sports. The Richardson's present address is 15435 Prest Street, Detroit, Michigan 48227.



Lawrence Moe (right) sales manager-Portland, receives a certificate of appreciation upon his retirement from assistant vice president-sales William F. McGrath. Lawrence had 31 years of WP service.

Lawrence E. Moe

Lawrence E. Moe, sales manager—Portland, retired on June 30th after 31 continuous years of WP service.

This Portland-born Oregonian served the WP throughout his state and in Detroit, Mi., during his career, which began in the yard office on the SP&S Ry. His other posts included chief clerk at Portland and sales representative in Eugene. In Detroit, Larry was sales manager-automotive from 1956 to 1972 before his promotion in Portland to sales manager.

He completed an advance transportation management program at Northwestern University in 1969.

Larry and his wife, Ruth, reside in Milwaukie, Or., where Larry enjoys golf, fishing and gardening. The Moe's are the parents of two, Mrs. Martha Lance and David Moe, both of Michigan, and have four grandchildren.

Ray F. Aguilera, machine operator, Elko, Nevada, 13 years, 3 months.

Frank A. Allain, Jr., waiter on WP business car, Oakland, 40 years.

Marjorie M. Arruda, telegrapher, Oroville, 32 years, 7 months.

Malcolm P. Armstrong, Jr., machinist, Elko, Ne., 35 years, 9 months.

M. F. Barkhorn, Clerk-transportation, Sacramento, 25 years, 10 months.

Dick W. Bartlett, Alameda Belt Line-brakeman, Oakland, 2 years, 9 months.

George J. Benedict, master mechanic, Sacramento, 46 years, 4 months.

Henry L. Berry, carman, Winnemucca, Nevada, 10 years, 3 months.

Robert H. Bissell, hostler helper, Oroville, 24 years, 3 months.

H. D. Branting, stationary engineer, Stockton, 19 years, 7 months.

Lloyd R. Brewer, clerk, Oroville, 11 years.

Erwin P. Brodersen, special agent, Oakland, 36 years, 8 months.

Charles W. Brown, carpenter, eastern division, 17 years, 10 months.

Edward E. Burrs, quality control inspector, Sacramento, 18 years, 11 months.

Paul M. Burch, sheet metal worker, Stockton, 38 years, 1 month.

Martin L. Canfield, compressor foreman, Oakland, 40 years, 8 months.

Edgar J. Carey, telegraph operator, western division, 21 years, 1 month.

Reinhart L. Carskadon, locomotive engineer, Portola, 34 years.

Andrew J. Casazza, lease clerk, San Francisco, 27 years, 7 months.

Foy W. Cole, icing agent, Portola, 35 years, 8 months.

Carlos Contreras, laborer, Sacramento, 20 years, 5 months.

Clarence C. Cox, claims agent, Sacramento, 38 years, 6 months.

Kenneth W. Craig, conductor, Stockton, 33 years, 8 months.

Alton E. Dabbs, stockman, Sacramento, 29 years, 4 months.

David D. Davis, blacksmith-welder, Stockton, 36 years.

O. L. Denman, carman, Portola, 39 years.

Frank B. Dignon, switchman, Oakland, 24 years, 8 months.

Irving Donnelly, clerk-marketing, San Francisco, 28 years, 3 months.

Ora Lee Dugger, hostler, Stockton, 30 years, 7 months.

Max A. Empe, switchman, Sacramento, 21 years, 7 months.

Robert A. Failing, clerk, San Francisco, 33 years, 10 months.

George G. Farmer, laborer, western division, 12 years, 5 months.

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

William L. Fierro, industry clerk, Oakland, 28 years, 9 months.

Glenn S. Fox, conductor, Salt Lake City, 44 years, 5 months.

David K. Fulton, lead electrician, Oakland, 35 years.

Dan H. Galloway, sheet metal worker, Stockton, 12 years, 8 months.

Juan S. Garcia, laborer, Elko, 18 years, 4 months.

Prisiliano Garcia, laborer, Sacramento, 12 years, 4 months.

Vernon W. Geddes, manager car accounting, San Francisco, 46 years, 1 month.

John L. Geist, chief dispatcher, Sacramento, 27 years, 6 months.

Frank Gellatly, switchman, Salt Lake City, 19 years.

Raymond W. Geldmacher, carpenter, Salt Lake City, 38 years.

Andrew Gianetti, carman, Stockton, 46 years, 4 months.

Charles S. Glenn, machinist, Elko, 37 years.

They Have Retired . . .

Eugene W. Goodrum, head crew clerk, Stockton, 32 years, 7 months.

Othol G. Hall, conductor, Oroville, 45 years, 8 months.

William G. Heckala, locomotive engineer, Keddie, 37 years, 8 months.

Kenneth L. Heineman, signal foreman, Oroville, 27 years.

Pablo Herrera, laborer, Stockton, 12 years, 6 months.

Robert G. Hobbs, gang foreman, Wendover, Ut., 36 years.

Hugh B. Hodgson, trucker, western division, 26 years, 10 months.

Calvin F. House, clerk, Oakland, 29 years, 2 months.

Robert E. Hughes, machinist, Stockton, 38 years, 1 month.

Aureliano G. Huizar, track laborer, Sacramento, 24 years, 3 months.

John L. Inge, switchman, Oakland, 31 years, 9 months.

Robert A. Isaac, conductor, Portola, 40 years, 6 months.

Charles O. Jenne, revising clerk, San Francisco, 26 years.

James M. Jenista, welding foreman, Winnemucca, Ne., 37 years, 5 months.

Juanita A. Jenson, secretary, Stockton, 28 years.

Bud A. Jones, roadmaster, Winnemucca, Ne., 42 years, 11 months.

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

Robert E. Jones, conductor, Salt Lake City, 36 years, 11 months.

John F. Kaufman, brakeman, Portola, 36 years, 11 months.

Clinton F. Keaton, switchman, Oroville, 28 years, 9 months.

Charles S. Kennady, diesel foreman, Sacramento, 29 years, 7 months.

Herman Kennedy, carman, western division, 18 years, 7 months.

Robert E. Kennedy, conductor, Milpitas, 30 years, 9 months.

John W. Kendall, supervisor of lines, Sacramento, 29 years, 5 months.

Moroni L. Kizer, foreman, Wendover, Ut., 33 years, 1 month.

Clarence H. Koester, carman, Oakland, 20 years.

Marion G. Lari, switchman, Oakland, 20 years, 5 months.

Horace F. Latona, stockman, Sacramento, 38 years, 7 months.

George D. Leggett, carman, Sacramento, 7 years, 9 months.

Ernest V. Lerner, engineer, Portola, 38 years, 8 months.

Willard H. Lerner, carman, Oroville, 46 years, 2 months.

Kenneth D. Lewis, clerk, executive office, San Francisco, 39 years, 9 months.

Rose A. Lupe, export clerk, Chicago, Ill., 27 years, 7 months.

James E. Lynch, engineer, Sacramento, 29 years, 8 months.

Lawrel E. Marler, laborer, Oroville, 32 years.

Hanson E. Mathews, conductor, Stockton, 37 years, 7 months.

Joe C. McCallan, locomotive engineer, Portola, 38 years, 8 months.

William B. McCullough, clerk-transportation, San Francisco, 38 years, 8 months.

John L. Meyers, switchman, Oakland, 2 years.

Blanche A. Miller, telegrapher, Portola, 10 years, 1 month.

Willie C. Mills, asst. foreman, western division, 19 years, 7 months.

Juan R. Modesto, B&B carpenter, Stockton, 12 years, 9 months.

Lawrence E. Moe, sales manager-Portland, Or., 31 years.

Francis C. Mohatt, master mechanic, Portola, 27 years, 7 months.

Gladys C. Morton, comp. operator-stores, Sacramento, 32 years.

John E. Murphy, brakeman, Winnemucca, Ne., 37 years.

Robert F. Murray, clerk, Portola, 36 years, 4 months.

Fred J. Nave, laborer, Stockton, 22 years, 4 months.

Mildred A. Naughton, general bookkeeper, San Francisco, 33 years, 8 months.

John C. Nelson, machinist, Stockton, 40 years, 9 months.

George L. Nelson, track laborer, eastern division, 37 years, 3 months.

Jose Nunez, car inspector, Stockton, 17 years, 8 months.

Manuel L. Norman, staff assistant, San Francisco, 10 years, 10 months.

Everett F. Odea, car dock clerk, San Francisco, 12 years, 11 months.

Dale D. Ott, clerk, Milpitas, 6 years, 9 months.

Peter Palmer, carpenter-B&B, Sacramento, 23 years, 9 months.

Henry C. Parrish, yardmaster, Portola, 40 years, 8 months.

William M. Peterson, conductor, Portola, 39 years, 4 months.

Genevieve C. Phillips, laborer, Oroville, 29 years, 9 months.

Reno Picchi, stockman, Sacramento, 34 years, 10 months.

Frank H. Pierce, B&B carpenter, Sacramento, 24 years, 3 months.

Kenneth V. Plummer, Jr., sales manager-Reno, 26 years, 3 months.

Shirley F. Porter, chief clerk, Salt Lake City, 30 years, 7 months.

Julius Pruitt, bank & file clerk, San Francisco, 29 years, 9 months.

Fred W. Rush, laborer, western division, 27 years, 9 months.

Claude E. Reavis, brakeman, Portola, 44 years, 3 months.

Edward C. Richardson, sales representative, Kansas City, Mo., 44 years, 6 months.

Don Richmond, yard clerk, Sacramento, 45 years, 2 months.

Peter O. Rosenkrantz, conductor, Portola, 33 years, 9 months.

Lavon K. Robinson, section foreman, Sacramento, 24 years, 2 months.

Charles P. Rolfe, boilermaker, Sacramento, 38 years, 8 months.

Troy M. Rowe, sheet metal worker, Stockton, 36 years, 11 months.

Leslie D. Rowland, locomotive engineer, Oroville, 31 years, 9 months.

Robert L. Runge, sales manager-Sacramento, 46 years.

Robert H. Salkeld, clerk, San Francisco, 37 years, 5 months.

Alphonse A. Schuetter, roadmaster, Portola, 36 years, 10 months.

Paul L. Schultze, sheet metal worker, Sacramento, 38 years, 5 months.

Richard O. Sellers, carman, Milpitas, 24 years.

Garrett J. Sexton, locomotive engineer, Portola, 39 years, 11 months.

Jack F. Shannon, locomotive engineer, Portola, 37 years, 5 months.

H. E. Sims, car inspector, Stockton, 32 years.

Harold L. Siemens, locomotive engineer, Oakland, 33 years, 5 months.

J. A. Starratt, switchman, Sacramento, 11 years 5 months.

Fred H. Stabler, machinist, Alameda Belt Line, Alameda, Ca., 22 years, 5 months.

Wilbur Stubblefield, conductor, Portola, 40 years, 5 months.

Melvin H. Swasey, marine fireman, San Francisco, 37 years, 4 months.

Russell V. Taylor, warehouse clerk, eastern division, 29 years, 10 months.

They Have Retired . . .

Pavel A. Tannebek, marine engineer, San Francisco, 7 years, 7 months.

Walter A. Theobald, industry clerk, Milpitas, 38 years, 8 months.

Albert B. Townsend, brakeman, Portola, 31 years, 6 months.

Harry A. Tracy, conductor, Stockton, 33 years.

John G. Trow, locomotive engineer, Stockton, 33 years, 8 months.

Frank A. Tufo, yard clerk, San Francisco, 28 years, 10 months.

A. A. Vanburen, brakeman, Stockton, 28 years, 6 months.

Kenneth R. Vanskike, warehouse foreman, Sacramento, 38 years.

Marian Velasich, machinist, Sacramento, 39 years, 9 months.

Jose Velasquez, laborer, Sacramento, 20 years, 7 months.

William J. Walker, signal foreman, Sacramento, 30 years, 10 months.

Harry D. Watson, telegraph, western division, 25 years, 8 months.

Clifford E. Warner, controller, San Francisco, 27 years, 9 months.

Miriam L. Webb, clerk, Stockton, 8 years, 5 months.

Birger E. Westman, freight claim inspector, Oakland, 38 years, 4 months.

Melvin I. Whaler, clerk, western division, 33 years, 3 months.

James E. White, conductor, Oroville, 39 years, 3 months.

Robert L. Wirthlin, conductor, Winemucca, 32 years, 3 months.

Delmar Williamson, mechanical foreman, San Jose, 30 years, 1 month.

Frank F. Widrig, machinist, Sacramento, 11 years, 1 month.

Alfred G. Woodward, conductor, Salt Lake City, 44 years, 4 months.

Photographs of a steamer

4449 makes a comeback



The above photo is the cover on a 16 page souvenir booklet published to commemorate the beginning of a second career for steam locomotive (ex-SP 4-8-4) number 4449. Henry W. Brueckman, the author and publisher, has included 18 black and white photos showing the operations of the #4449 in Oregon, Washington and California just before she started pulling the American Freedom Train around the USA. Copies may be ordered for \$1.00, including tax and postage, from Henry's Photo Service, P.O. Box 1545, Vallejo, California 94590.

The Romantic Days

Back in what we old time "rails" like to call the "Romantic Days" of railroading, we got a goose bumble thrill out of watching a giant steam mallet lean against a hundred car train and stretch it into motion. The stubborn train had two options at the time—go along with the idea, or give up a drawbar. Big mallets of that era flatten out mountain grades like you iron a shirt.

In 1938, we had two sizes of mallets on the WP. The 400 series, which we called the light and fast one, operated between Elko and Wendover. The 200 series, which we called "Big John," weighed a million pounds and pounded steel between Oroville and Portola.

Becky Kovich, of Portola, daughter of locomotive engineer "Highball" Johnson, has a wealth of intriguing stories about her dad and his love for the steam engine. Becky was born near the tracks at Portola and has lived there all her life. She is a lovely extension of her dad, with railroading in her veins. She likes to recall that her dad was not only a master of the throttle, but that a steam whistle became a Stradivarius in his hands. Many times, on approaching the yard at Portola, "Highball" would make his whistle croon a love message to his wife that he was coming in on time, and then he'd alter the rendition into a series of harsh notes, which said to his kids, "You better be home ahead of me."

Never again will we along the Feather River hear the sound of husky mallets fussing and blasting canyon walls with reverberating chunks of thunder. The vicissitudes of life have unwrapped a brand new game. A fast game that smells of diesel smoke. Today, the personable old steamer stares out through the windows of time from its rest home of rust in some museum. It has become just another vessel of antiquity, laden with precious memories of the past. Nevertheless, we will love it down to its last speck of rust.

R. M. Lowe
Route 1
Snyder, Oklahoma



This handsome 770,000 pound, 120 foot-long machine is WP No. 401, a 4-6-6-4 simple articulated mallet, with a walloping 265 pounds of steam pressure. She is stopped at Burmester, Utah, in 1938, for an inspection by WP master mechanic Stapp. WP paid Alco \$180,000 for this giant, and after 14 years of service, sold her for \$14,000 as scrap, much less than a Cadillac costs in 1975.



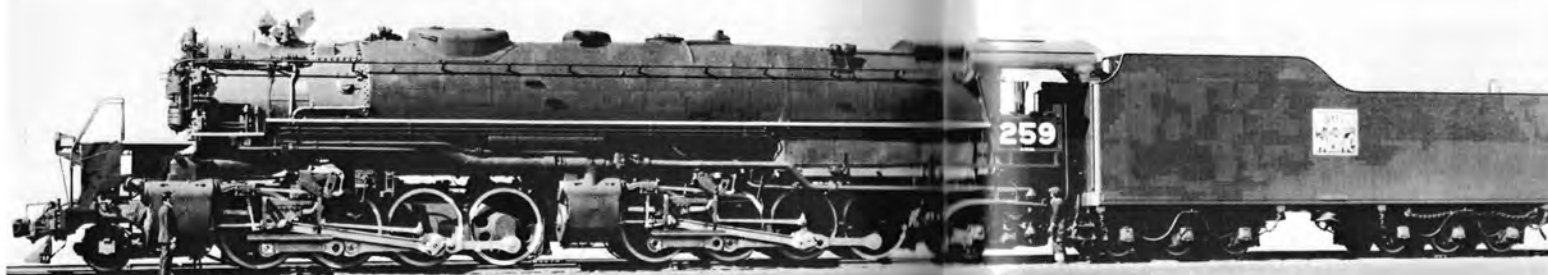
**Photo Album (#6)
"the Malleys"**

The high point in the history of Western Pacific's big articulated steam locomotives ("Malleys") came in the year 1938 with the delivery of eleven new "Malleys," four oil burners (2-8-8-2) and seven coal burners (4-6-6-4). That was the year the WP roster of "Malleys" increased to 27 and all these engines would remain in operation until the arrival of the diesels in 1949. These powerful locomotives were designed to handle heavy fast freight trains both in the mountains of California and the open plains of Nevada. They were also among the most powerful ever built in the world.

Their description was as follows: Locomotive numbers 201-210 (total 10), wheel arrangement: 2-6-6-2, first delivery to WP in 1917, last operated in 1953, fuel type: oil; Locomotives #251-260 (total 10), wheels: 2-8-8-2, first delivery in 1931, last operated in 1952, fuel type: oil; Locomotives #401-407 (total 7), wheels: 4-6-6-4, all were delivered in 1938 and last operated in 1950; fuel type: coal.

The '200' class locomotives were almost exclusively used in the Feather River Canyon between Oroville and Portola, and in later years a few of the '200's' were in service on the "high line" between Keddie and Bieber.

The '401' class locomotives were operated in fast freight service between Elko and Salt Lake City. These engines were coal burners as were a number of WP locomotives on the east end. Editor: Paul Gordenev.





Service Pin Anniversaries

January-April 1975

45-YEAR PINS

Morgan O. Howell	Conductor	Eastern Division
Claude E. Reavis	Conductor	Portola
Don Richmond	Clerk	Sacramento

35-YEAR PINS

Elmer H. Carleton	General Claim Agent	San Francisco
Willie Charley	Laborer	Reno
John W. Naylor	Agent	Burmester

30-YEAR PINS

Charles M. Cavis	Senior Revising Clerk	San Francisco
Clayton E. Heineman	Carman	Oroville
Robert E. Kennedy	Conductor	Western Division
Charles F. Malis	Engineer	Eastern Division
Lee W. Marshall	Service Representative	San Francisco
Russell I. Pettit	Conductor	Eastern Division
Florence M. Rath	Interline Clerk	San Francisco

25-YEAR PINS

Demetrio F. Carranza	Laborer	Quigley
Edward R. Churchill	Carman	Milpitas
Vincent S. Latino	Electrician	Sacramento
R. D. Nordstrom	Engineer-Bridges & Structures	San Francisco
Albert H. Overturf	Roadmaster	Oakland
Frank James Price	Carman	Stockton
Paul W. Reinking	Genl. Supervisor MW&S	Sacramento
Frank W. Rogers	Electrician Foreman	Stockton
Edward K. Wiley	Carman	Stockton

20-YEAR PINS

John Aughe	Compressor Foreman	Oakland
D. D. Azevedo	Conductor	Portola
Judith H. Barrett	Service Representative	Portland, Or.
William E. Blackerby	Sales Manager	Portland, Or.
E. Bozeman	Dozer Operator	Western Division
H. E. Gramps, Jr.	Laborer	Western Division
J. E. Kerber	Conductor	Portola
S. Love	Yard Brakeman	Oakland
J. H. Rogers	Conductor	Portola
E. Spilski	Laborer	Western Division
W. O. Stepp	Shovel Operator	Western Division
E. Valerio	Laborer	Western Division
J. M. Vlasak	Manager-Transp. Systems Develop.	San Francisco

15-YEAR PINS

R. M. Beard	Train Dispatcher	Sacramento
G. R. Cannon	Conductor	Wendover
A. Crowder	Demurrage Clerk	San Francisco
George W. Day	Locomotive Engineer	Stockton
Richard L. Foreman	Store Helper	Stockton
G. L. Julian	Yard Brakeman	Wendover
W. F. Robblee	Train Desk Clerk	Keddie
Vedat M. Suer	Asst. Chief Clerk	San Francisco
Andy S. Toth	Sales Manager	Detroit, MI

10-YEAR PINS

Isaias F. Anaya	Track Laborer	Western Division
Tony Atencio	Track Foreman	Eastern Division
Edgar E. Baham	Locomotive Engineer	Stockton
Thomas A. Bowling	Yard Brakeman	Sacramento
Larry A. DeCierio	Clerk	Milpitas
Jack C. Dorothy	Clerk	Sacramento
Jerry L. Haigh	Yard Brakeman	Stockton
Richard A. Herington	Yard Brakeman	Sacramento
Bradley S. Hess	Welder	Eastern Division
Douglas C. Kizer	Locomotive Engineer	Stockton
Frank O. Martinez	Track Laborer	Eastern Division
Lorene McCargar	Head Payroll Acct	San Francisco
Roy M. McClure	Clerk	Oakland
Althea L. McNeal	Assistant Agent	Oakland
David L. McNearney	Asst. Trainmaster-Agent	Oakland
Nancy J. Metz	Freight Accts. Clerk	San Francisco
Alfredo Olivas	Track Foreman	Eastern Division

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May-August 1975

50-YEAR PIN

Mario Ragusa	Locomotive Engineer	Fremont
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45-YEAR PIN

Willard H. Lerner	Carman	Oroville
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40-YEAR PINS

Raleigh M. Judd	Locomotive Engineer	Eastern Division
Mariano Latino	Painter Foreman	Sacramento
David W. Lee	Chief Clerk	Sacramento
Dudley Thickens	Chief of Rates & Divins.	San Francisco

35-YEAR PINS

Miro W. Jiral	Carman	Sacramento
Bernard Osborne	Cook on Business Car	Oakland
Edward C. Ryder	Carman	Sacramento

30-YEAR PINS

Nick Cabitto	Machinist	Stockton
Donnal A. Davis	Mechanical Foreman	San Jose
Norman W. Holmes	Locomotive Engineer	San Jose
Phillip L. Oels	Roadway Clerk	Keddie
Julius Pruitt	Clerk	San Francisco
Betty Tonelli	Agents Accts. Clerk	San Francisco
Dewey L. Troupe	Yard Brakeman	Eastern Division
Mary A. Zee	Head R&D Clerk	San Francisco

Service Pin Anniversaries . . .

25-YEAR PINS

Charles L. Allee	Car Foreman	Sacramento
Jerry D. Bass	Conductor	Elko
Gerald A. Baumert	Locomotive Engineer	Winnemucca
Carl E. Cook	Carman	Sacramento
Albert B. DeCiero	Carman	Stockton
M. J. Etchemendy	Locomotive Engineer	Elko
Glenn W. Fischer, Jr.	Rate Analyst	San Francisco
Frank L. Garcia	Tamper Operator	Burmester
Lanny R. Glascock	Sales Representative	Denver, CO.
Thomas R. Green	Director-Personnel	San Francisco
Donald E. Hart	Section Laborer	Glennvale
William A. Highsmith	Yard Brakeman	San Jose
Sam J. Latino	Carman	Sacramento
William L. Liley	Electrician Helper	Stockton
Horace W. Lohmeyer	Sales Manager	Reno, NE.
Abraham Lymas	Laborer	Sacramento
Kelly C. Nesy	Locomotive Engineer	Salt Lake City
Richard O. Mattson	Locomotive Engineer	Winnemucca
Robert J. Mead	District Agent	Oakland
Kathleen M. Murphy	Secretary to Chief Surgeon	San Francisco
Charles D. Perry	Locomotive Engineer	Eastern Division
Isaac Polite	Laborer	Sacramento
Norman E. Potter	Machinist Helper	Stockton
Scott J. Putnam	Locomotive Engineer	Winnemucca
Robert B. Redus	Director-Operating Admin.	San Francisco
Floyd E. Robinson	Welder	Western Division
George M. Shattuck	Yard Brakeman	Oakland
Kenneth R. Stevens	Brakeman	Portola
Walter L. Swope	Car Foreman	Stockton
Raymond E. Swets	Yard Brakeman	Stockton
Walter J. Williams	Locomotive Engineer	Portola

20-YEAR PINS

P. H. Beason	Locomotive Engineer	Oakland
L. A. Brunner	Conductor	Elko
A. W. Bristow	Locomotive Engineer	Stockton
W. Brysen	Yard Brakeman	Oakland
D. Clark	Yard Brakeman	Sacramento
H. J. Camarillo	Laborer	Western Division
Ernest J. Crusos	Brakeman	Oroville
J. R. Droivold	Locomotive Engineer	Stockton
Louis J. Fischer, Jr.	Manager-Accident Prevention	San Francisco
D. L. Gregson	Yard Checker	Stockton
C. C. Hanson	Yard Interchange Clerk	San Francisco
Jack C. Hastings	Car & Derrick Foreman	Elko
J. D. Henderson	Yard Brakeman	Sacramento
Q. T. Hockenberger	Conductor	Winnemucca
M. C. Jacobs	Yard Brakeman	Oakland
James L. Jenista	Conductor	Winnemucca
F. E. Lindhe	Conductor	Portola
B. J. Martin	Track Patrolman	Western Division
M. McCullough	Laborer	Western Division
J. W. Mendenhall	Conductor	Stockton
Glenn E. Morton	Locomotive Engineer	Salt Lake City
W. K. Mulleneaux	Conductor	Salt Lake City
Otis C. Nicholas, Jr.	Electrician	Stockton
H. E. Palmer	Yard Brakeman	Sacramento

W. A. Sherrill	Clerk	Sacramento
Clarence E. Shipman	Supt.-Quality Control	San Francisco
M. R. Smith	Conductor	Portola
W. M. Thompson	Conductor	Stockton
John Y. Todecheene	XG Foreman	Eastern Division

15-YEAR PINS

D. V. Barragan	Welder	Western Division
E. T. Bills	Conductor	Stockton
K. E. Bunker	Conductor	Stockton
J. M. Burns	Clerk	Oroville
J. M. Butcher	Yard Brakeman	Stockton
R. D. Cox	Yard Brakeman	Stockton
P. C. Diaz	Track Laborer	Sacramento
James P. Drake	Yard Brakeman	Sacramento
J. W. Edger	Conductor	Stockton
James L. Gilley	Electrical Foreman	Stockton
R. G. Hard	Laborer	Western Division
H. E. Johnson	Locomotive Engineer	Portola
J. E. Kaufman	Conductor	Stockton
A. A. Kessel	Switchman	Stockton
Kenneth L. Maybury	Terminal Trainmaster	Stockton
J. R. McCaul	Carman Foreman	Stockton
D. E. McMahon	Welder Foreman	Western Division
R. H. McNinch	Conductor	Stockton
M. D. Moudy	Roadmaster	Winnemucca
Lowell I. Pitcher	Carman	Elko
John H. Riley	Train Desk Clerk	Oroville
D. Allan Tatomer	Conductor	Stockton
R. P. Tom	Welder	Western Division
Patrick Trujillo	Carman	Stockton
P. G. Quinn	Quality Control Inspector	Fremont

10-YEAR PINS

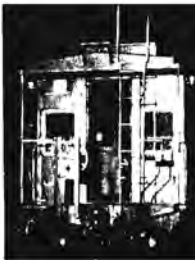
Pearl Aguda	Data Control Clerk	San Francisco
Hawley L. Burgess	Conductor	Salt Lake City
Ronald E. Collins	Conductor	Portola
Gary L. Columbia	Yard Brakeman	Stockton
Ramiro Fernandez	Track Laborer	Western Division
William A. Gardner	Conductor	Fremont
Rolf B. Gaudard	Conductor	Oroville
Robert M. Godwin	Conductor	Stockton
Kenneth L. Lamp	Car Service Clerk	San Francisco
Neil M. McManus	Yard Brakeman	Stockton
Glen M. Metzendorf, Jr.	Conductor	Oroville
D. C. Miller	Genl. TCS Maintainer	Sacramento
Monte W. Moore	Locomotive Engineer	Stockton
H. R. Musser	Communications Mtr.	Sacramento
Richard L. Myers, Jr.	Clerk	Stockton
Domingo V. Ortiz	Track Laborer	Western Division
Aquilla B. Robinson	Laborer (F&O)	Oakland
Fred E. Spiva	Locomotive Engineer	Portola
Bill D. Stewart	Sheet Metal Worker	Stockton
Danny R. Turner	Locomotive Engineer	Keddie

Cover Photo

Inside the Stockton diesel shops, photographer Tom Brown captures a dramatic pose with engine 3501 receiving routine maintenance.

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.



Caboosing

STOCKTON



Elaine Obenshain, Wm. H. Lane



Conductor and Mrs. STANLEY A. THOMAS are new proud parents of Marcie Ann, born February 4th. The other members of the Thomas family enjoying the new addition are Curtis, age 11, Bruce, age 10, and Laura, age 5. Great-grandparents are Mr. and Mrs. Alfred Di Stefano of Connecticut and retired Special Agent and Mrs. E. L. McCANN, of Oroville.

Car department laborer FRED J. NAVE retired January 10, 1975. Fred entered the service of Western Pacific on September 2, 1952 at Stockton. We wish Fred and his wife Rose a long and happy retirement.



Fred J. Nave enjoys the delicious food at his retirement party in Stockton. He retired with over 22 years service with the WP.

Our deepest sympathy goes to the family of retired clerk WILLIAM J. COCHRAN, who passed away May 15th. Bill retired July 30, 1963 and was the father of clerk KRIS C. COCHRAN of Stockton.

Conductor HANSON E. MATHEWS retired April 25, 1975 with 31 years and 4 months service. He entered WP service December 28, 1943. We wish him and his wife a long and enjoyable retirement.



Conductor Hanson Mathews finishes his last day of work, after 31 years of service.

Also retiring in April was conductor HARRY A. TRACY. Harry entered WP service as a clerk April 14, 1942, transferred to train service June 29, 1942 and retired April 30, 1975. He was honored at a surprise party by his many friends shortly after his retirement. Our best wishes for many, many happy years of retirement to Harry and his wife Rose.

Brakeman LYNDON H. BROWN and Loa K. Braun were married March 29th, 1975 in an unusual ceremony held in the barn of the bride's home. Our congratulations go to the happy couple. Lyndon is the son of engineer H. M. BROWN.



Engineer Joe Blackmore (center) gets well wishes for retirement from (left) yardmaster J. H. Godat, engineer K. H. Beard and road foreman of engineers H. H. Belmont.

Engineer J. D. BLACKMORE retired September 4, 1974, with 34 years service since he commenced his WP service September 16, 1940. He has been a member of the Brotherhood of Locomotive Engineers for 30 years.

Congratulations and best wishes for a happy future to NICOLETTE DECIERO and THOMAS JEROME SCHRAMM, who were married September 29th in St. Paul's United Methodist Church, Stockton. Nicolette is the daughter of Carman and Mrs. ALBERT DECIERO, and Tom is employed in the mechanical department.

Our deepest sympathy goes to the family of switchman CHARLES W. LAWLESS, who passed away August 11th. Charlie retired July 1, 1974. We also wish to extend our deep sympathy to the families of retired switchman JOHN TUCKER, was passed away November 13th and MARSHALL L. INGRAM, car department, who passed away September 7th. Retired Tidewater Southern engineer SEYMOUR C. BLACK passed away November 11th in Palm Springs.

Stockton Western Pacific Employees' Federal Credit Union held their 21st annual meeting at the Italian Athletic Club, followed by a dinner-dance for members, February 21st. Treas-

urer ESTHER PILATTI declared a 6% dividend for 1974. Membership as of December 31, 1974 totaled 1,011; assets were \$1,014,618.00; shares \$849,409.00; loans \$943,280.00. Retired conductor K. W. CRAIG was re-elected president and retired special agent J. C. STERNER was re-elected secretary. Esther is assisted by LOIS REGE and BOB LEICHT in the office.

The BRAC retirement party was held at the Italian Athletic Club on February 14th, honoring retired clerks MIRIAM WEBB, STILES A. "SAM" MARTIN and retired TWS agent L. A. HUPP.

A family picnic sponsored by profits from vending machines at the Stockton Yard office was held May 17th at Micke Grove, Lodi. Approximately 225 employees and their families attended and enjoyed lots of good food, games and fun.

Chief clerk B. N. GAGE, who attended Western Pacific Day at the California Railway Museum, at Rio Vista Junction, with his wife and son, PAUL, a sales representative, and Paul's family, reports his four grandsons were more interested in the ducks than in the trains!

Industry clerk EDWIN M. "JACK" GODWIN, JUNIOR, died in November 1974. Jack was the agent at Tracy (Cochran) for many years and very active in Boy Scouts. He will be greatly missed by his many friends. Our deepest sympathy to his family.

The new yard office has been completed and operations moved to that facility November 25th. Also, the parking lot was paved and stripped to accommodate about 100 vehicles.

Engineer EDMOND A. TIBBEDEAUX retired on July 12, 1974 after having had better than 37 years in engine service and a couple years before that in the shops. He has been a member of



Engineer Edmond Tibbeteaux, in the cab of engine 3063 on his last run before retirement.

the Brotherhood of Locomotive Engineers for 28 years.

Congratulations to machinist JOHN NELSON, pipefitter PAUL BURCH, roundhouse foreman CHARLEY KENNADY and machinist helper BOB HUGHES, who retired June 2nd.

JOHN NELSON started to work for the WP in Utah, in May 1933, working in the yard gang. In 1934, he became an engine watchman. John started his machinist career in 1936 as a helper. He was transferred to Sacramento in 1939 as a helper apprentice. John then moved to Oroville as a machinist in 1941. Finally, John moved to Stockton in 1969, when the WP moved the roundhouse employees. The Nelsons plan to stay in Stockton for a while. They also plan to travel and just enjoy their retirement.

PAUL BURCH started to work for the WP in 1937 in Oroville. He started as

a laborer, but switched to the pipefitters' craft in 1947. Paul also moved to Stockton when the WP moved from Oroville in 1969. Mr. and Mrs. Burch plan to retire in Oroville, where two of their three children live. Paul is part of a railroad family. His step-father, the late JOHN ANGLIN, and his step-brother, the late PARLEY ANGLIN, both worked for the WP. Paul's brother, Virgil, is a carman in Oroville. A son, PHIL, is a foreman in Oroville and a nephew, BILL LANE, is an electrician apprentice in Stockton.

CHARLEY KENNADY started working in 1945 as a machinist, and he became a roundhouse foreman in 1964. He moved with the WP from Oroville to Stockton in 1969. Mr. and Mrs. Kennady plan to retire in Sacramento, where they have lived since 1969. Besides enjoying their retirement, they plan to travel.

BOB HUGHES started as a laborer in 1937 in Oroville. He became a machinist helper in 1940. In 1969, he moved from Oroville to Stockton, where he worked in the tool room for several years. Mr. and Mrs. Hughes plan to retire in Stockton and travel.

All of us at the shop want to wish each of these four a long and happy retirement.



At the end of long railroad careers and ready to enjoy retirement are (from left) machinist John Nelson, pipefitter Paul Burch, roundhouse foreman Charley Kennady and machinist helper Bob Hughes.

Congratulations to Mr. and Mrs. JAMES WHITE on the birth of their first child. A son was born on April 24, 1975.

On July 19th the Stockton WP Golf Club held their first annual tournament at the Dry Creek Golf Club in Galt, and it was a great success with 21 golfers participating.

Switchman BRENT HASSELL won overall low gross, clerk DAN DAVIS won non-club low net, G. W. "WINNIE" CHURCHILL won low club net, conductor LARRY PHILLIPS won a gift certificate for the longest drive and clerk DAN BRITT won a gift certificate in the hole-in-one contest. Clerk BOB NIEMEYER was in charge of the tournament and is to be complimented on a job well done.

We are expecting bigger and better tournaments next year and would like to hear from other golfers who wish to participate.



Trophy winners at the Stockton WP Golf Club's first annual tournament are (from left) clerk D. E. Davis, switchman Brent Hassel and clerk G. W. Churchill.

After having a long-time dream of visiting Hawaii come true, shop clerk JEAN SMITH said it rained all the time she was there, so she didn't really see the beauty of the Islands. What a shame!

However, machinist A. SPRINGER had much better luck on his venture. On a recent fishing trip he caught a 60-pound sturgeon, which he said took him 40 minutes just to get to the side of his boat, not counting the time it took to get it into the boat.



A. Springer poses with the 60-pound sturgeon he caught on a recent fishing trip.

Our deepest sympathy goes to the family of carman A. GONSALVES on his recent fatal accident. Also, our condolences go to the following families on the passing of their loved ones: retired carman H. DAVIS on his wife; carman E. BROCKETT on his mother; and to the families of retired storekeeper A. MADEN and retired carman R. CARRICE.

The 17th annual "Old Timers' Night" held by the Western Pacific Amusement Club was a big success again, with 29 retirees present. Retired electrician A. SANTOS said that his wife had cooked three turkeys for the first event honoring the "Old Timers," which he had started during his term as president of the club.

SACRAMENTO SHOPS

Herman F. Schultze



The annual meeting of the Western Pacific Sacramento Employees Federal Credit Union was also a success with a fine turnout. New officers composing the Board of Directors are: H. F. SCHULTZE, president; R. KINZEL, vice president; Mrs. L. SIGOUIN, treasurer-manager; MARY NELSON, secretary; C. BATES, assistant treasurer; A. LYMAS and W. HARRIS, directors. Supervisory committee members are: A. MENDOZA, D. DAVIES and A. LYMAS; credit committee, G. LAGOMAR-SINO, C. RASPA and D. ESPINOSA; membership committee, EILEEN FROST. Support your Credit Union. Helping hands are always needed—be a volunteer!

Hope that I. POLITE's illness will be over soon and that we'll be seeing him back on the job.

It's great to see Electrician ED STEUBEN and machinist HAROLD RÖHDE back to work again after both being off the job for weeks—Ed recuperating from an operation and Harold from illness.

Carman RICHARD RAPP and wife Elizabeth are proud first parents—a 7 lb. 5 oz. girl!

Carman DONALD GRANADE and Alyce Carmilla Pazar were married November 19th in the April Wedding Chapel in Sparks, Nevada. Alyce's



All smiles at their wedding reception are carman Donald Granade and his new bride, the former Alyce Carmilla.

twin sister Holly was the matron of honor and Holly's husband Max King, a Southern Pacific employee in Roseville, was the best man. Don and Alyce met in July while Alyce was vacationing here from her home in Spokane, Washington. Following the wedding a reception was held in Sacramento, hosted by Mrs. Vonita Granade, Don's mother. Alyce's son and daughter were present, as well as Don's son and two daughters. One of the highlights of the reception was when Carman and Mrs. HAROLD EGGEN arrived, "compliments" of the Sacramento Police Department, after a car accident enroute.



Sacramento Northern engineer J. E. "Jim" Lynch retired June 30, 1975 after 30 years of service with the WP. Congratulating Jim (center) on his retirement are (from left) electrician V. Latino, conductor E. H. Mercer, brakeman G. M. Wright and L. D. Meredith.

There has been much traveling in all directions by shop and store department employees during the past year.

Carman HAROLD EGGEN and wife Irmgard visited relatives and friends in Germany.

Car foreman GEORGE SPENCER can give you first hand information on an African safari, as he and wife Patricia spent their vacation shooting big game (with a camera).

Store helper BRUCE STILWELL and wife June visited most of the Hawaiian Islands, but never did catch up with painter LEONARD BOND and wife Beverly to have that Mai Tai together to celebrate the Stilwells' silver wedding anniversary, which occurred while they were in Honolulu.

Section stockman E. S. LAGOMAR-SINO and wife Vergin spent a month in Italy visiting relatives and touring other spots on the European Continent.

Machinist MARION VELASICH and wife Ann saw history in the making as they were visiting the House of Representatives in Washington, D.C. while the voting was taking place on the Railroad Retirement Bill rider.

And your correspondent spent a week in Miami, Florida attending meetings of the Sheet Metal Workers International Convention, while wife Marcella relaxed in the sun.

Switchman Anthony "Tony" Scullion receives a safety award upon his retirement from terminal superintendent Ken Woods and superintendent C. Yund. Tony had 37 years and 7 months service with the WP.



My thanks again to those who have helped me with news stories this past year—and my wish to all for a healthy and prosperous New Year!

ELKO

Henry Wallock

Congratulations to foreman ROBERT C. HOBBS on his retirement July 7, 1975. Bob started to work on the WP as a laborer in 1939. He resigned in 1940, but hired out again with the WP in 1947. Bob was promoted to foreman in 1948, but due to consolidation of sections he was back to laborer in 1949. Bob held on, and his record shows that while off duty he noticed a bad order car on train #77 and contacted the conductor, who set out the car. This showed Bob's dedication to the WP. He was again appointed foreman and worked at various sections, ending up at Wendover. A retirement dinner was held for Bob at the Nugget in Sparks, Nevada. The surprise of the evening was the attendance of his 80-year-old mother, which really made Bob's evening.

Engineer RON SHELBY and his family have an additional reason to celebrate the Bicentennial—Ron and sons Shawn and Joey found a \$5 gold piece while digging in their backyard in Elko. The coin, minted in San Francisco in 1902, is estimated to be now worth \$100. The boys are still talking about the one day gold rush in Ron's backyard.

PORTOLA

Karen Thomas, Chris Skow

Portola has seen several changes in the past few months. Since Portola is no longer used as a switching yard, several long-time residents and employees have been forced to move, and others have retired.



Yardmaster Hank Parrish receives congratulations and a safety award upon his retirement from supervisor of safety Mel Graham. Hank retired with more than 40 years of service.

Congratulations and best wishes go to the following retirees from the Portola area. "HANK" PARRISH, yardmaster at Portola since 1943, with the WP for over 40 years, retired January 6th. Others who have also retired recently are trainman JOHN F. KAUFMAN (1-3-75), trainman WILBUR STUBBLEFIELD (1-6-75), engineer JOE C. MCCALLAN (3-26-75), engineer ERNEST V. LERNER (4-24-75), trainman P. O. ROSENKRANTZ (5-26-75) and trainman R. A. ISAAC (5-31-75).

April brought the loss of engineer WILBUR M. AMLIN, who was actively employed at the time of his death. Mr. Amlin had been with the Western Pacific for 38 years.

GEORGE GERALD, retired ice deck employee and previous Portola resident, passed away in May. Mr. Gerald was residing in Oroville.

Effective May 1st, H. "BILL" HAYES was promoted to trainmaster, headquarters, Sacramento. Mr. Hayes began his railroad career as a clerk at Portola several years ago. PHIL KALTHOFF, transportation supervisor, Keddie, replaced Hayes as assistant trainmaster-agent, headquarters Portola.

Thomas H. Crumpacker, son of Mr. and Mrs. ROBERT CRUMPACKER of Portola, graduated May 17th from the California State University at Sacramento with a B.A. degree in social science.

Congratulations to the following men on their retirements: ROBERT F. MURRAY, clerk, retired June 17, 1975 after 30 years' service; JACK F. SHANNON, engineer, retired recently with over 37 years' service; A. B. TOWNSEND, brakeman/conductor, began his railroad career as a brakeman in 1944—31 years' service.

Congratulations to roadmaster A. A. SCHUETTER, who retired after 37 years' service with the WP. A retirement party was held in his honor on July 19th at the Nugget in Sparks. Many active and retired employees, friends and family members shared in the celebration.

Al began his railroad career in 1938 as a track laborer at Cholona. Since that time he has had service over almost the entire Railroad. He became assistant foreman in June 1941 at Winnemucca and section foreman there on March 2, 1942. On May 9, 1960, Al was appointed track supervisor, Keddie, and was later transferred to Stockton in December. In April, 1967 he was promoted to assistant roadmaster at Oakland. He was again promoted in 1969 and became the roadmaster at Wendover. Al was transferred to Portola as roadmaster in 1970, where he served until his retirement.

Roadmaster Al Schuetter and his lovely wife, Edna, enjoying the festivities at Al's retirement party in Sparks, Nevada.



Standing in front of an old Baldwin steamer still running on the Centro Oeste Railroad at Sao Joao del Rei, are WP travelers (from left)

trainman Chris Skow, switchman Bill Magazin and engineer Bob Larson.

Engineer ROBERT R. LARSON and trainman CHRIS W. SKOW, both of Portola, went on another world trip this past Spring. BILL MAGAZIN, who now switches out of Oakland, also went along on the journey. Last year, Larson and Skow went to Africa with a stop-over in Brazil and Europe. This past spring Robert and Bill returned to southern Africa with a stop-over in England and Brazil. Last year Bob was very impressed with the people and the railroads of Rhodesia and South Africa, so he wanted to return this year and look up old friends and take photos of the operating steam locomotives. They spent several weeks in southern Africa before heading for Brazil.

Meanwhile, Skow left for Central and South America on a three month trip. The three Western Pacific men met in Rio de Janeiro, Brazil, on May 14th and spent the next two weeks touring the steam railroads of Brazil.

On May 26th, Bob and Bill left Sao Paulo for home while Chris took a flight for Asuncion, Paraguay.

The reason for Skow's trip was to sample rail service in South America and take sound movies of steam locomotives in action, which is his hobby. Last year, Chris took three hours worth of sound movies of the African locomotives, which he now shows to clubs and groups.

Larson and Magazin spent six weeks out of the United States and visited England, Rhodesia, South Africa and Brazil. Skow spent three months and visited El Salvador, Guatemala, Panama, Ecuador, Peru, Brazil, Paraguay, Argentina, Chile and Bolivia. Between the three of them, they saw well over 2000 steam locomotives.

According to Larson, he has had enough world travel. Magazin does not know where he is going next, and Skow wants to go to India and Japan next year.

LOY HIBBS, claim agent, and his wife and family were seen enjoying the sites at the Western Pacific Day Picnic at the California Railway Museum. Others from Portola attending the picnic were clerk KAREN THOMAS and her family. "My son and nephew, both 2 years old, had quite a time riding the old cars—their first train ride," Karen reports.



OROVILLE

A. I. Reichenbach, Jr.

Quite a number of days have passed since my last column, and many things have occurred. If my memory stays with me, I will bring everyone up to date.

We have a new terminal superintendent in the person of CHRIS AADNESEN. Chris replaces DICK MEYER, who was promoted and transferred to the superintendent office in Sacramento. Chris and his lovely wife, Elizabeth, are a welcome addition to our area.

In the clerical portion we have newcomers RON HELMICK, his wife Doris and their three girls. Ron is our teleoperator. We also heartily welcome M. E. FRENCH, train desk clerk, J. M. SMITH, tel-operator and J. R. WELCH, tel-operator.

Born to T. A. "TOM" REICHENBACH and wife Jolyn was a baby girl on December 19, 1974. Of course, the grandfather (your correspondent) is very proud. Tom is clerking at Oroville.

Retired conductor E. W. "MIKE"

JAYNE underwent open heart surgery at the Presbyterian Hospital in San Francisco on March 6th. In due course, he recovered nicely. I ran into Mike and Minny the other day, and they're doing fine.

Clerk JOHN RILEY recently underwent an operation, but is hale and hearty again and back on the job.

Alvetta Burris, wife of yardmaster BUDDY BURRIS, has been hospitalized, and we truly wish her a speedy recovery.

Train desk clerk W. S. "WALT" KUSZYK suffered a heart attack and was hospitalized for some time. Walt is home now and recuperating. Our best wishes for quick recovery.

On the retirement scene, conductor O. G. "OLEY" HALL made his last trip on November 14, 1974. Happy retire-

Conductor Oley Hall, at the end of his last day before retirement.



ment. . . Telegrapher M. M. "MIDGE" ARRUDA retired April 2, 1975 and joined her sister Billie Woods in enjoying retired life. Best of health and happiness to all.

Retired yardmaster L. I. "HOP SING" SINGLEY vacationed in Holland. He went to visit relatives and see the sights. "Hop Sing" said he enjoyed visiting Holland "but I wouldn't want to live there."

Retired equipment maintainer W. C. "WILBUR" HARDY and wife Fern returned from a motor trip through the southern parts of our western world.



BRAC general chairman W. L. Le Beouf (left) presents a retirement plaque to telegrapher Midge Arruda. The engraved plaque with the handsome spike was presented to Midge at the Oroville yard office.

I seem to get the impression from the retired people hereabouts that they do not have enough time to do all they want and judging by all those travelers, we can see why.

Sympathy is extended to the family and friends of the following men, who recently passed away: GILLIS B. DAY, retired clerk; JOE A. DOTSON, retired blacksmith (one of the finest); GEORGE M. NALL, retired carman; RAY SCOTT, retired section foreman; ORSON C. SHEPARD, retired machinist.

Orson C. Shepard.



Also, condolences expressed to clerk JOHN FOLKNER and his family on the passing of his father.

Chief clerk JOE M. REED (we call him Super Fisherman) recently went fishing in the Sacramento River for Stripers and came home with many, many large ones. Also, not to be outdone, his wife Aggie caught almost as many.

General clerk M. A. "MARV" MC-LAIN and wife Mildred toured the Hawaiian Islands in May. We received a picture of some of the island scenery and everyone admired it.

I attended the May 10th picnic for the WP at Rio Vista Junction and was very glad it was so well attended. People from this area included, carman WALTER O'BRIEN and family, section man CIRILO NORIEGA and family, plus retired employees conductor "BIG-FOOT" JIM KILGOUR, conductor DON SEGUR, engineer EARL FIGHTMASTER, and senior agent A. I. REICHENBACH. I enjoyed myself immensely and look for future happenings of this type.

YUBA CITY

Roger L. Poitras

Congratulations to conductor GEORGE W. MATTHEWS of Marysville on his retirement on October 31, 1974. George had 22 years with the Sacramento Northern Railway. He began railroad service in 1928 with the now defunct New York Central Railroad. George worked for the Florida East Coast Railway and the Railway Express Agency before coming to the SN.

Conductor George Mathews receives his 20 year pin upon retirement from trainmaster G. M. Christ.



SALT LAKE CITY
Carol Suchan



Congratulations to **MACK HOLT** and the former **Kathy Rankin** on their marriage May 1, 1975 in Elko, Nevada. Terminal Superintendent and Mrs. **FRANK RANKIN** hosted a reception for the happy couple at the Chandelier Reception Center in Bountiful on May 17th.

Burmester agency received a new modular building as the new office to replace the building that was completely destroyed by fire on January 18th.

Conductor **E. H. "GENE" BEITEL** is enjoying retirement. Gene and his wife have done some traveling lately.

Congratulations to sales manager **W. J. HARKNESS**, who was elected and installed as director on NDTA for a two-year term.

Best wishes to Transportation Superintendent and Mrs. **M. W. HAMMOND** on the birth of a new granddaughter, Jennifer, born to Mr. and Mrs. Richard Hammond.

Also among recent arrivals is a baby girl to Sales Representative and Mrs. **JACK MACDONALD**. Congratulations on your first born.

Congratulations are extended to conductor **G. E. FOX** who retired January 3rd. Glen hired out July 18, 1930 and was promoted to conductor in June 1942.

Conductor **ROBERT E. JONES** retired May 4th. Bob hired out June 16, 1937 and was promoted to conductor in June 1943.



After 36 years of service, conductor **Robert Jones** (center) receives retirement congratulations during his last trip from transportation superintendent **M. W. Hammond** (left) and brakeman **J. T. McLaughlin** (right).

Conductor **A. G. WOODWARD** retired on January 1st. George hired out on October 10, 1936 and was promoted to conductor in June of 1943.

We wish these men many happy hours of fishing, golfing, traveling and just enjoying themselves in their retirement years.

We regret to announce the demise of the following retired men.

Sympathy is extended to the family of retired engineer **CLYDE E. HART**, Senior, 67, who died on May 4, 1975 in Sacramento. He was buried in Salt Lake City.

Our condolences to the family of retired engineer **JAMES K. PARKINSON**, 81, who died in a Salt Lake hospital on January 4, 1975. Funeral services were held in Salt Lake with burial at Heber, Utah.

Deepest sympathy to the family of retired conductor **R. L. "Doc" McQUARRIE**. Graveside services were held in Salt Lake on January 27, 1975.

Our deepest sympathy to the family of retired brakeman **FRANK P. CALLAHAN**, 71, who died in a Salt Lake hospital on May 14, 1975. Graveside services were held on May 17th at Memorial Gardens of the Valley, Salt Lake City.

OAKLAND
Lu Wheeler



Mechanic **Gaylord "Gil" Kennett** (left), who recently retired with ten years and seven months of service,

presents **Anthony "Tony" Villegas** his 40 year service pin. Tony is the section store keeper at the motor car shop in Oakland.

W. N. "JUNIOR" MORTENSEN and his wife, **Marion**, took a cruise to Cannes, Tunis, Naples, Rome, Pompei and Sorrento, all in a two-week vacation this October. Quite a change from his duties as write-up man in the Oakland car department.

Industry car inspector **M. L. TETER** is very proud of his son, **Art**, a student at **John Muir Junior High School** in **San Leandro**, who plays on the basketball team that went to Sweden last fall.

Hope that claims inspector **BERGER "SWEDE" WESTMAN** is feeling better. He has been in and out of the hospital recently. All of Swede's friends wish him a speedy recovery and hope to see him back to work real soon.

Best wishes to clerk **HARRY E. JOHNSON**, who retired on September 30, 1974 with 21 years and 4 months service with the WP. Harry began his railroad career in 1935 as a section laborer for the Milwaukee Railroad.

In addition to the Milwaukee RR, he worked on the Northern Pacific,

Southern Pacific, Union Pacific and Santa Fe railroads before coming to the WP in 1953 in train service. Harry ended his railroad career as a clerk in Oakland.



The Oakland terminal's colorful safety sign should remind all of us to "get the safety habit," by thinking before acting and obeying the rules. "Men who are headless or foolhardy pay the price eventually."

SAN FRANCISCO

Anna McManus, Dora Prophet, Ruth Stone

Congratulations to another former Zephyrette, **CATHY MORAN**, now Mrs. **Ernst Albert Frederick von Ibsch III**, upon the birth of her first child on November 17, 1974. Ernie and Cathy carried out the family name by naming their baby boy **Ernst IV**. Little Ernie weighed 6 lbs. 1 oz. at birth. The von Ibschs reside at 5552 Ascot Drive, Oakland, California 94611.

Marketing secretary **FLORBELLE DE SOUZA** and her husband, **Mike**, were proud of the birth of their third son, **Troy Francis**, on May 1, 1975. He weighed 7 lbs. 12 ozs. at birth. Troy has two brothers, **Ivan** and **Lance**. Congratulations to the De Souza family.

Our sympathy to the family of retired employee **THERESA MURPHY**, who passed away in November of 1974. Theresa retired in July of 1974 with 30 years service.



Zeinab Elizabeth Hassanein, the daughter of former Zephyrette Mary Brickner (the now Mrs. Hohaned Hassanein), sleeps peacefully just one week after she was born.

Congratulations to former Zephyrette MARY BRICKNER, the now Mrs. Mohamed Hassanein gave birth to her first child, Zeinab Elizabeth, on September 10, 1974. The baby girl weighed 8 lbs. 3 ozs. at birth. Mary would like to hear from some of her friends. Her address is 4655 Wild Indigo #191, Houston, Texas 77027.

The bill center in Sacramento was transferred to the revenue accounting department here in San Francisco on December 1, 1974, and is now under the direct jurisdiction of G. J. WELCH, manager of revenue accounting. The bill center is operating with the new Burrough tc3500 and tc500 computers.

Congratulations to BILL REID and



Among the well wishers at a lunch in Ken's honor at San Francisco's famed Tadich's Restaurant are (from left) John Rossi, Ken Lewis, Bob Golden and Bob Shore.

BOB YATES on their new appointments as chief clerks of the bill center. Bill is on the day shift and Bob works at night.

Here is the news about what's happening on the sixth floor in operating and freight claims.

Our accident clerk, MAXINE NAISBITT, sustained an injury to her hip in March (off duty), but is recovering rapidly. Hurry up and get back here, Max.

Congratulations to mechanical coordinator PAUL GALLANT on his promotion and move to Sacramento. His new title is manager, AAR car billing and loading rules, but you can call him manager, for short. We're going to miss Paul very much around here, although we're sure we'll still be able to hear him.

Freight claims' resident cafe racer, DAVE "HONDA" TELLER, also made the move to Sacramento. We think he's going to find the weather and roads perfect for buzzing little old ladies and chasing dogs on his Gold Wing.

We would like to congratulate senior claim investigator GONZAGA DA COSTA, who became an American citizen on June 3, 1975. Gonzy was born in Zanzibar, East Africa, and completed his schooling in Nairobi. He came to the United States after Nairobi became independent of England. He speaks Swahili and smatterings of other native African languages, and also Portuguese.



There was a festive mood in the air at Figaro's restaurant one evening in July when a dinner was being held in the honor of retiring general bookkeeper Mildred



Naughton. Among those at the dinner were (left) Bernadine Wilkes, Cornelia Driver, "Mildred," George and Jean Welch.

Congratulations to Ken Lewis, executive office clerk, who retired on July 31st with nearly 40 years of service.

Congratulations and best wishes for a long and happy retirement to general bookkeeper Mildred A. Naughton who retired on July 31st, after 33 years and 8 months service. A dinner was held in July in her honor at Figaro's restaurant in San Francisco and attended by many of her fellow employees and friends.

NEW YORK CITY

Bill Gurgurich

Congratulations to our secretary, LINDA, who recently became Mrs. Norman Neuman.

From the New York agency, we wish a joyous holiday season to all.



Sales representative Bill Gurgurich receives his ten year service pin from Roger Meldahl, (then) general sales manager-east.



"MY FAVORITE COLORS? BLACK AND BLUE."



HOW LONG DO RAILROAD RETIREES LIVE?

As part of the triennial actuarial valuations, the U.S. Railroad Retirement Board conducts studies of how long annuitants on the Board's rolls live after they retire. The most recent study, completed this year, included the Board's experience through 1974. The results indicate that there is a continuation of a trend toward greater longevity of annuitants who retired prior to 1975.

1. How long on the average do retired male railroad employees live?

A male railroad worker retiring at age 65 is expected to live for an average of 13.6 years, and a male employee age 60 retiring at the same time can expect to live for 17.2 years.

2. Do railroad men retiring at age 65 tend to live longer than those retiring at age 60?

After age 65 the life expectancies for males who are not disabled is practically identical regardless of whether they retire at age 60 or age 65.

3. How does the group average life expectancy figure for the age 65 group break down for the individuals in the group?

From a group of 1,000 male employees retiring at age 65, about 844 will live at least five years, 640 at least 10 years, 420 at least 15, and 221 will still be alive at age 85. Therefore, about one in every five annuitants age 65 currently retiring will be alive and receiving his annuity 20 years later, with the last survivor from the original group of 1,000 probably living to 105 years of age. These figures would be higher were it not for the fact that some employees retiring at age 65 are seriously disabled and their life expectancy is much less than for the group as a whole.

4. Is it true that female employees tend to live longer than men?

On the average, yes. At age 65, for example, a retired female railroad worker can expect to live for 17.7 years, which is 4.1 years longer than the life expectancy of a retired male the same age.

5. Is there a difference in the life expectancies of female employees and of wives and widows of rail employees?

A wife retiring at age 65 has a life expectancy of 17.6 years, which is about the same as that of a female employee who retires at age 65. On the other hand, a widow at age 65 has an expectancy of 16.8 years, which is almost a year less.

6. How does the life expectancy of a disabled annuitant compare with the life expectancy of an annuitant retired on the basis of age?

At age 60 a totally disabled annuitant has a life expectancy of about 10 years compared to slightly over 17 years for a nondisabled male annuitant.

7. How do life expectancies of retired railroad people compare with those for the general population?

While exact data were not available for direct comparison, the data that was available indicated that there were no significant differences.

In conclusion, it is important to keep in mind that life expectancy figures are averages for large groups of people. Any particular individual's remaining lifetime may be longer or shorter than the life expectancy for his age and group. However, the U.S. Railroad Retirement Board's experience indicates that the beneficiaries who do not live long after retirement are not typical. The experience does indicate that thousands of beneficiaries have received their annuities for 20 or 25 years or more.

Letters Received

Many thanks to Leo Moser

Approximately two weeks ago my wife Ann was traveling from Lake Tahoe, Nevada, to our home in Flemington, N.J., when she encountered a serious car malfunction in Dunphy, Nevada.

The voltage regulator had burned out and of course the car would not operate. But thanks to Western Pacific employee Mr. Leonard Moser, she was able to continue her journey.

Leonard Moser was kind enough to pick up the voltage regulator in Elko, Nevada, return to his job site in Dunphy and install the voltage regulator in her car.

My wife insisted that she pay him for his trouble and generosity, but he would have no part of it.

Needless to say, in this day and age, you don't find very many people like Mr. Moser, and he is to be commended.

We are deeply indebted to Mr. Moser and again, thank you for the courtesies.

Ted Rusinko
R. D. #1 Broad Acres
Flemington, N.J. 08822

Kind remembrances

May we take this opportunity to say a big wonderful thank you to all who participated in Al's retirement party. Health permitting, we plan to do some traveling and see this wonderful country of ours.

Our home will be in Portola. We wish to extend an invitation to all our friends to drop in any time. We enjoy reading MILEPOSTS very much. Keep

sending it to us. Thanks again.
Al and Edna Schuetter
Box 831
Portola, Ca. 96122

Thank you all

Through MILEPOSTS, Euleene and I wish to convey our appreciation to associates, patrons and friends who attended and participated in the retirement parties of August 8th and September 6th. The memory of the activities and expressions of friendship will long be treasured as we enjoy our life as "leisureites."

To everyone—thanks. . . . A small word, but a big meaning.

Bob Runge
2459 Via Camino
Carmichael, Ca. 95608

Happily Remembered

On behalf of my wife, Dorothy, and myself, I wish to thank everyone who attended and participated in making my retirement party so enjoyable that we will never forget it. I enjoyed meeting so many friends.

I also want to thank my son, Hilton, for flying to Sonora to get my mother and flying her to Sparks for the party.

R. G. Hobbs
Box 61
Montello, Nevada 89830

Wonderful thank you

I would like to express my appreciation to the many friends who made my retirement dinner the joyous occasion it was.

The friendships made with my fellow employees during my 45 year railroad career will always be happily remembered.

Don Richmond
2136 - 23rd Avenue
Sacramento, Ca. 95822

Letters Received

History requested

I am, the wife of Frank James, retired general chairman of the WP Railway Clerks, and Frank has suggested that you might be able to help me. I do some writing and am now writing a book on the life of my family when we reached Oroville and Palermo in June of 1911 from Holyoke, Mass.

I have no way of knowing which railroad we came by, but do know they almost lost me in Denver, when I got off the train by myself at age three.

The Western Pacific has played such a big part in our lives that I would like to give credit for our trip to that railroad. My father and Frank's father both worked as carmen at the Oroville roundhouse. Frank held rights on the road for 49 years, and our son, Lawrence, worked at Sacramento shops for a while.

I would like to get a time-table for June of 1911, or at least know the times that the train reached some of the stations after leaving Denver. I believe the Palermo station was open then, although it may just have been a flag stop. I am sure we got off there.

Anything that you can help me with will be greatly appreciated.

If any of our friends are wondering, we are both in excellent health, and we have a beautiful Christmas tree farm in the Santa Cruz mountains. Frank has built our lovely home practically by himself, since he retired six years ago. Our place is so beautiful and unique that many people drive from San Francisco and Pacifica each year to get a tree and enjoy this scenic spot. If you are over this way at any

time of the year, stop by. We enjoy company.

Elizabeth James
700 Pine Flat Road
Santa Cruz, Ca. 95060

Our appreciation

Through MILEPOSTS, I wish to express my deep appreciation for the kind remembrances and retirement party held in Kansas City, Mo., on April 28, 1975. Everything was outstanding and it was great to hear from so many of my fellow workers.

Again, many thanks to all.
Edward Richardson
15435 Prest
Detroit, Mich. 48227
Former Sales Representative
Kansas City, Mo.

Charlie Rhines

Charlie Rhines was buried in Elko, Nevada on December 24, 1974. Approximately three months later his wife, Polly Rhines, died suddenly and was buried just before Easter, 1975. Charley was the WP local chairman for his Brotherhood of RR Signalman, Local 179, for 12 or more years and well known by many employees.

Claire Lewis
2251 Pyramid Way
Sacramento, Ca. 95821

Paul Wilfred Fuhs

We have bought our new house in Anthony, Kansas and will be here for some time.

I enjoy receiving MILEPOSTS as it enables me to keep up with some of the people I have worked with over the years.

I worked for a while on the WP out of Portola in 1943, while furloughed off the Santa Fe in New Mexico. My last service was the past 17 years with the Oakland Terminal Ry.

I am enclosing a clipping sent me by

an O.T. employee:

"Former San Pablo resident Paul Wilfred Fuhs, 58, died yesterday in a Tracy hospital.

"A native of Lapwai, Idaho, Mr. Fuhs lived many years in San Pablo before moving to his most recent home in San Leandro. He was a locomotive engineer for 31 years for the United States Air Force."

It is incorrect in that it does not include the time Mr. Fuhs worked the Santa Fe and then on the O.T. It was then that he went to the U.S. Air Force in Fairfield, California to work as an engineer. Mr. Fuhs fired for me on the O.T. before the firemen were removed.

J. M. Chappell
310 South Bluff
Anthony, Kansas 67003

Edwin B. Allison

Attached is an item from the Sacramento Union regarding Edwin B. Allison, a motorman who operated the inspection motor car for many years before his retirement:

"Edwin B. Allison, 89, a resident of Sacramento for 65 years, died Wednesday (May 28) in a local hospital.

"Before his retirement, he was a motorman for Western Pacific. He was a 50-year member of Masonic Lodge No. 3, F&AM, and an active member of the Horseless Carriage Club."

Many officers on the WP in years gone by made inspection trips on the inspection motor cars operated by "Al" Allison.

C. Alva Fisher
Retired Head Maintenance of
Way Clerk, Division Engineer's
Office, Sacramento
592 - 35th Street
Sacramento, Ca. 95816

Addresses requested

Just received my MILEPOSTS and I can say it is getting better every issue. I retired with the WP on January 31, 1961 at Stockton. The next year I moved to Jackson, in the foothills and love the climate here. Another reason is that my children all married and live here.

Would you send me the mailing addresses of two of my best friends, as I have lost track of them. Thank you. They are Frank Bravo, retired telegrapher at the Stockton yard, and Cherry Rawley, formerly a clerk at Stockton. She moved to San Francisco and got married, but I don't know her married name. I don't know if she is retired or not. I hope you can help me in this matter. Oh yes, I almost forgot to tell you, I was a claim clerk at the Stockton yard office.

Leonard "Doc" Hensley
Route 3, Box 435
Jackson, Ca. 95642

* * *



Reseda
"NOW, YOU'RE CATCHING UP ON
YOUR READING, EH?"

Found: Little Red Caboose

... only a photo remains

In recently reading the last issue of MILEPOSTS, I noticed the picture of the "Little Red Caboose." My memory of this caboose is somewhat hazy; so much so in fact, that I have hesitated to write you about it. I was not at the Sacramento shops during the time it was built there. To start, we must go back to the period of construction of the Northern California Extension.

Those were somewhat worrisome and uncertain times on the Western Pacific. In the midst of building the N.C.E., the country was hit by its worst depression, which resulted in heavy layoffs of mechanical department forces, including the entire drafting department. Interest was high over the new construction, not only among WP employees, but among many other Sacramentans as well. A number of rallies were held with speakers explaining the anticipated effect on business. The WP also had exhibits in the California State Fair and in the Oroville Orange and Olive Exposition for two consecutive years and in the Oregon State Fair for one year.

The new Keddie roundhouse was nearing completion. The mechanical department installed all the machinery and piping in the buildings and yard. I was temporarily stationed at Keddie during this work. Upon returning to the Sacramento Shops in the late spring of 1932, I discovered the "Little Red Caboose" stored there on its trailer. Mr. "Ed" Gleason (then mechanical engineer) told me that a parade had been held in Sacramento and the caboose had been built to take

part in this parade (spring of 1932). I do not recall the purpose of the parade; it must have been more than just N.C.E. enthusiasm, as the Southern Pacific took part in it also.

The little caboose was built on a push car (or trailer car), a common item in those days of only on-track maintenance of way equipment. This type of car had 16 inch pressed steel wheels, a deck about 6 feet by 8 feet, and handles at each end for lifting off the track. The caboose was stored for some time at the Sacramento shops, then shipped to some other point, I believe Oakland. Some years later I heard that instructions had been issued for it to be scrapped; this must have been about 1941, and it probably was just prior to dismantling that the picture was taken. I do not know if this caboose ever took part in other parades. I remember regretting that it had to be scrapped, as it was an interesting little caboose and in excellent shape, the last I saw of it.

M. W. Brown
2175 - 3rd Avenue
Sacramento, Ca. 95818

The caboose was built in the Oroville Western Pacific shop. It was used in many parades in Oroville, and it also won First Prize in 1940. I am sending you a copy of the picture with the names of some of the carmen and their families. The No. 679 is the number of the Union of the Carman Lodge in Oroville.

Stanley O. Kister
Retired Carman
2120 Greenville Street
Oroville, Ca. 95965



Looking forward to a parade down the street of Oroville are members of carman lodge number 679 and their families. Some of the names listed on Stan Kister's photograph are

(from left) D. B. Huggins, Stan Kister, Bill Robertson, Jack Price (standing), F. Sexvrei, J. Audley, John Grisley, Bob Miller, . . . Henry Marvin, . . . and their wives.

In Memoriam



Les Stoltzman

After 33 years with the WP, L. H. "Les" Stoltzman, sales manager-Pittsburgh, Pa., died of a heart attack on August 2, 1975 at the age of 62.

Les, a graduate of the University of Nebraska, joined the WP in 1942 as chief clerk in the Omaha traffic office. He served as chief clerk in the general agent's office in San Francisco during 1948 and 1949 and became traffic representative there in 1949. Les was named general agent at Cincinnati in August of 1956 and was transferred to Pittsburgh as district sales manager in 1963, where he remained until his death.

Les was active in two transportation associations—the Traffic Club of Pittsburgh and the Pittsburgh Athletic Association. Funeral services were held on August 6th at the Brandt Funeral Home. He is survived by his wife, Marilyn, and his two sons, Kent and Richard.

Clyde E. Brown

Retired Sacramento Northern relief agent Clyde E. Brown died at his home in Chico, on February 16th at age 81. He reportedly was the last man in the

country to work as a railroad telegrapher.

Clyde was born on November 21st, 1893, in North Carolina. He had worked for the Santa Fe and SP railroads before coming to the Sacramento Northern Ry.

He is survived by his widow, Mattie, two brothers, Harry of Stockton and Edgar of Sonora, and a sister, Bonnie Harvey of Stockton.

Russell H. Robinson



Russell H. Robinson, retired superintendent of the WP's subsidiary Alameda Belt Line, died November 4, 1975 at the age of 68. He was named superintendent of the ABL in 1966 and served in that capacity until his retirement on December 1, 1972. His railroad career spanned nearly 45 years. Russell joined the Santa Fe Railroad at Richmond in 1928 in the warehouse department. He advanced through various positions with Santa Fe before being named ABL superintendent (ABL is partly owned by Santa Fe).

He is survived by his wife Margaret and son David, of Oakland, and by a sister, Arlene Robinson of Clearwater, Fla.

Edwin B. Allison, retired motor car inspector, Sacramento, May, 1975.

W. M. Amlin, engineer, Portola, April, 1975.

Fred C. Anderson, retired locomotive engineer, Portola, August, 1975.

Frank J. Avila, retired store laborer, Los Angeles, February, 1975.

Absalom Bagdasarian, retired carman, Sacramento, December, 1974.

Joseph M. Bartorelli, retired carman, Elko, February, 1975.

Seymour C. Black, retired locomotive engineer, Palm Springs, November, 1974.

Gene R. Bradford, retired switchman, Stockton, August, 1975.

Edward D. Brewer, retired fireman, Grand Junction, Colorado, May, 1975.

Albert M. Brown, retired pile driver engineer, Pine, Arizona, April, 1975.

Clyde E. Brown, retired relief agent, Chico, February, 1975.

Robert H. Bumgarner, retired hotel cook, Salt Lake City, Utah, July, 1975.

Irene E. Burton, retired comptometer operator and former MILEPOSTS' correspondent, November 1974.

William E. Butow, retired engineer, Oakland, October, 1974.

Frank P. Callahan, retired brakeman, Salt Lake City, May, 1975.

Raleigh N. Carrico, retired car inspector, Sacramento, March, 1975.

George H. Carson, retired machinist helper, Sacramento, January, 1975.

L. B. Carter, retired signal supervisor, Sacramento, January, 1975.

Felix Casanova, retired machinist helper, Sheepranch, January, 1975.

Juan Castro, retired track laborer, Milpitas, January, 1975.

Clarendon E. Christy, retired locomotive engineer, Stockton, December, 1974.

William J. Cochran, retired yard clerk, Stockton, May, 1975.

James C. Cudy, retired brakeman, San Francisco, March, 1975.

Thomas P. Cotter, retired boiler-maker, North Hollywood, March, 1975.

Tyva H. Coursey, retired switchman, Cedar Ridge, December, 1974.

Reuben G. Dalton, retired supervisor-ice agent, Bryte, December, 1974.

Gillis B. Day, retired clerk, Oroville, February, 1975.

Joe A. Dotson, retired mechanic, Oroville, February, 1975.

Harry V. Dougan, retired brakeman, Napa, March, 1975.

Charles E. Eck, retired clerk, Prescott, Arizona, May, 1975.

Fred W. Egelston, retired general clerk, Reno, April, 1975.

Augustin Enriquez, retired carman, San Leandro, December, 1974.

Fred B. Elwell, Sr., retired locomotive engineer, Winnemucca, Nevada, May, 1975.

Augustin Esquibel, retired roadway laborer, Sacramento, July, 1975.

Fred W. Field, retired switchman, Ogden, Utah, August, 1975.

Alvin B. Fine, retired blacksmith, Cedar Creek, Mo., January, 1975.

Kathryn S. Fiscoe, retired clerk, Carpinteria, May, 1975.

James E. Franklin, retired car welder, Oakland, August, 1975.

Jack L. French, retired locomotive fireman, Sacramento, May, 1975.

Harry H. Fuller, retired locomotive engineer, Milwaukie, Oregon, February, 1975.

Charles E. Gaffney, retired switchman, Oroville, May, 1975.

Jose A. Gallegos, retired hostler helper, Quincy, August, 1975.

Harold H. Garriott, retired wire chief, Milton Freewater, Oregon, November, 1974.

George E. Gerald, retired relief foreman, Oroville, April, 1975.

In Memoriam—

E. F. Giersch, retired carload checker, San Jose, March, 1975.

A. L. Gonsalves, carman, Sacramento, February, 1975.

M. D. Gunter, brakeman, Stockton, June, 1975.

John F. Gustafson, retired marine captain, San Francisco, November, 1974.

Carl E. Hamburg, switchman, Stockton, July, 1975.

Harmon L. Hardin, retired carman, Stockton, March, 1975.

Harold R. Hargrove, retired engineer, Elko, March, 1975.

Rogers T. Harmston, retired engineer, Salt Lake City, July, 1975.

Clyde E. Hart, retired locomotive engineer, North Highlands, May, 1975.

Leon F. Henderson, retired carman inspector, Salt Lake City, May, 1975.

K. F. Henrich, retired station master, Oakland, June, 1975.

Sidney Henricksen, retired clerk, Alameda, February, 1975.

Jose Hernandez, retired roadway laborer, Sacramento, July, 1975.

M. F. Hill, retired traveling accountant, Scottsdale, Arizona, November, 1974.

George W. Hinkle, retired foreman-perishable freight, Napa, February, 1975.

A. D. Hughes, retired TCS maintainer, Oroville, April, 1975.

Matt Hull, retired laborer, Sacramento, October, 1974.

Walter C. Humphrey, retired switchman, Tarzana, May, 1975.

Henry C. Jewett, retired machinist, Price, Utah, January, 1975.

Roy O. Johnson, retired brakeman, Stockton, June, 1975.

Hans A. Jorgensen, retired clerk, El Sobrante, January, 1975.

Aloysius W. Kane, retired brakeman, Pompano Beach, Florida, August, 1975.

Kenneth J. Knapp, retired signalman, Tracy, January, 1975.

Rudolph Krugar, retired gang laborer, Salt Lake City, April, 1975.

Walter S. Kuszyk, clerk, Oroville, July, 1975.

Norman Lackey, retired section foreman, Oroville, August, 1975.

Jess W. Lewis, retired switchman, Stockton, January, 1975.

Alta L. Locke, retired comptometer operator, Burlingame, May, 1975.

John E. Long, retired car inspector, Paradise, November, 1974.

A. E. Madan, retired chief clerk-stores department, Sacramento, April, 1975.

Julius McMillan, retired track laborer, Palermo, April, 1975.

E. D. McKinley, retired, San Francisco, January, 1975.

Cruz Morales, retired laborer, Santa Cruz, January, 1975.

R. Morales, retired track laborer, San Francisco, April, 1975.

Joseph P. Moudy, retired extra gang foreman, Wells, Nevada, February, 1975.

Robert L. McQuarrie, retired conductor, Elko, January, 1975.

Margaret M. McAuliffe, retired steno-clerk, San Francisco, December, 1974.

Teresa V. Murphy, retired comptometer operator supervisor, San Francisco, November, 1974.

George M. Nall, retired car inspector, Oroville, February, 1975.

John C. Nealy, retired track laborer, Stockton, January, 1975.

Walter W. Nichols, retired brakeman, Oroville, July, 1975.

James L. Padfield, retired switchman, Waukegan, Illinois, February, 1975.

John A. Pickering, retired rate clerk, San Francisco, May, 1975.

William A. Rash, retired brakeman, Heavener, Oklahoma, July, 1975.

Charles A. Rhines, signalman, Elko, December, 1974.

Manuel G. Rodriguez, retired track laborer, San Lorenzo, November, 1974.

Kihichiro Shimizu, retired hostler helper, Wakayama-Ken, Japan, December, 1974.

Elmer E. Schwyhart, retired machinist, Oroville, July, 1975.

John Schremser, retired shop laborer, Lodi, Ca., February, 1975.

Willard Smith, retired cook, Albany, Ca., November, 1974.

Freeman J. Stephens, retired conductor, Elko, April, 1975.

Walter T. Simpson, retired dining car waiter, August, 1975.

K. R. Stevens, brakeman, Standish, Calif., June, 1975.

L. H. Stoltzman, sales manager-Pittsburgh, Pa., August, 1975.

Harold L. Sutter, retired clerk, Oakland, August, 1975.

Charles H. Tarver, retired waiter, Berkeley, February, 1975.

William R. Tomb, retired telegrapher, Oroville, August, 1974.

Luther Thompson, retired track supervisor, Marysville, Ca., July, 1975.

Ted J. Triphon, retired section foreman, Sacramento, December, 1974.

Charles D. Tyrrell, retired warehouse foreman, January, 1975.

Lucius R. Twohig, retired boiler-maker, Sacramento, July, 1975.

Charles R. Wallace, retired brakeman, Sacramento, April, 1975.

E. M. White, retired bill clerk, Walnut Creek, Ca., May, 1975.

Wilbur F. West, retired sales representative, Pasadena, Ca., May, 1975.

Wesley H. Williams, retired clerk, San Jose, March, 1975.

Richard E. Williams, retired pipe-fitter, Sacramento, January, 1973.

Wesley Hubert Williams, retired clerk, San Jose, March, 1975.

Morgan Williams, retired brakeman, Scranton, Pa., February, 1975.

Forrest V. Work, retired T.D. clerk, Quincy, Ca., May, 1975.

Percy L. Wright, retired store helper, Vidalia, Ga., March, 1975.

George W. Woods, retired locomotive engineer, Stockton, November, 1974.

Joe Young, retired groundman-communications, Yountville, Ca., June, 1975.

Joseph Yureta, retired groundman-communications, Sacramento, April, 1975.

Volume 27, No. 1

Summer-Fall 1975



Milepost 240: Is located near the east end of Pulga siding in the Feather River Canyon, 33 miles east of Oroville, Ca.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA. 94105
Attn: Paul Gordenev

Member Assn. of Railroad Editors



WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

Address Correction Requested



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C. C. Bennett
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Sacramento, CA 95820

Merry Christmas
and best wishes
for the New Year
to all
Mileposts Readers
and their families!