

WESTERN PACIFIC

Mileposts

Fall '77-Winter '78



MOVES GRAIN FOR EXPORT



Westbound WP Symbol Train GRW (Grain Train) has met with Symbol Train BN #138 at Oroville siding on December 12, 1977. Photo: Dale Sanders, Oroville, Ca.

Our Cover

75 covered hopper loads of corn are led by six modern WP locomotives through the "S" curve at James (East of Oroville) during November of 1977.

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A run-through train of all Peavey owned covered hoppers moves west through Altamont Pass en route to San Francisco.

WP Moves Grain for Export

The Western Pacific Railroad began moving trainloads of export grain in the Fall of 1977. The Union Pacific Railroad had earlier established trainload rates from Nebraska to the West Coast and as a result was the primary carrier of corn for export. But last Spring the WP and its subsidiary, the Sacramento Northern, joined in offering the same rates. This gave shippers the option of sending bulk corn and sorghum grain through not only Southern California and Northwest ports, but also Northern California ports, which are served by the WP and the SN. The rates initially established by the UP and subsequently joined by the WP were for fifty car trainloads for export but later, twenty-five and seventy-five car rates were also established for export. Similar rates are

also in effect from Denver, Colorado via DRGW-WP. The new grain trains mean new business and revenue for the WP in corn and grain sorghums.

Nebraska "grain" (which in 1977 was primarily corn) is shipped through Northern California ports to Japan, Korea, and Taiwan, as well as Hawaii. The grain is loaded at several Midwestern agricultural centers, among them Lincoln, Kearney, Crete, Grand Island, and Fremont, Nebraska. A very high and medium grade corn comes from these areas, and when it reaches the ports, it is mixed in the grain elevators before it is loaded aboard bulk ships. This process insures that the grade of the corn that is shipped maintains a uniformly high standard. The average bulk ship can load about 36,000 tons or about five 75 car unit trains.

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Western Pacific and Union Pacific "pool power" lead a 75 car run-through train at West

Pleasanton en route to the port of San Francisco.

The new availability of Western ports to Midwestern shippers is extremely important, as it means that shippers can now by-pass the southern routes through congested Gulf ports and the Panama Canal. This eliminates days of sea travel, saving shippers money and creating a wider market for the growers' products. As a result, the over-all movement of protein to the hungry nations of the Far East is made a more reliable, efficient process. The growers, the buyers, the shippers, the railroads, the ports, and the buyers and consumers across the Pacific are all greatly benefited.

The major corn companies that are shipping by WP from Salt Lake City to the Northern California ports are Peavey, Cargill, Albers, Scholer-Bishop and Continental Grain.

Many WP departments and people are involved in this volume movement of bulk grain via our railroad. It may be the forerunner of future scheduled unit train movements for other bulk commodities such as coal. Technically, a unit train usually involves scheduled round trip year-round movement of a dedicated train set of equipment between a specific origin and destination for one customer.

While "carloadings" are traditionally used to measure railroad grain traffic, loadings alone no longer provide an accurate device for determining the volume of grain handled in comparison with previous periods.

This is due to the steadily increasing predominance of covered hoppers in railroad grain operations. These cars carry an average of 3,400 bushels of grain each, compared to 2,000 bushels for the average 40-foot box-car—70% more.

Improved car utilization resulting from the increased predominance of covered hoppers and expedited train service has added about a third to the railroad's effective grain-hauling capacity.



Rolling into the sunset, cars of grain on symbol train GRW-5 head west out of Portola on October 6, 1977.

Photo by Dale Sanders, Oroville, Ca.

MILEPOSTS



Making a dramatic entrance into Oakland is a 75 car train of Peavey covered hoppers moving smoothly along 3rd St. en route to the WP mole. Each of these cars carries an average of 3,400 bushels of corn.



Jim Mickelsen of WP's pricing department inspects a sample of Nebraska corn from the top of a covered hopper which has just arrived in San Francisco.



Grain covered hoppers on arrival at Oakland are loaded onto WP's ferry, MV Las Plumas.



"The City" and the San Francisco-Oakland Bay Bridge fill the skyline, which signals the end of the rail movement. Here WP will deliver the grain train to the port of San Francisco.

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Eleven carloads are switched into WP's San Francisco terminal and delivered to the port

of San Francisco's grain elevator terminal.



A covered hopper car is weighed at the San Francisco grain terminal before unloading.



Weights of the car on arrival are compared with the original weight bill.



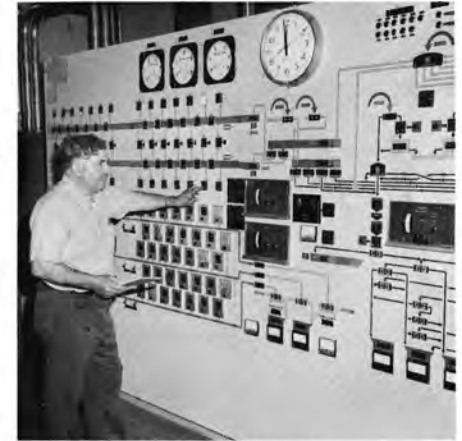
Grain cars are unloaded at a rate of about one every five minutes at the port's grain terminal. It will take about two days to load the grain ship to its capacity.



Workmen open the doors under the covered hoppers to unload the corn at San Francisco. Corn flows by gravity to the belts below which take it to the tops of the storage elevators.



From the dump bins under the covered hoppers the corn moves via conveyors to the top of the grain elevators.



A very high and medium grade corn is mixed in the grain elevators before it is loaded aboard bulk ships. This insures a uniformly high standard grade of corn for export.



The corn moves through the grain terminal on a series of fast-moving belts.



Many ships with foreign flags call on San Francisco's grain terminal to load the Nebraska corn which is exported to Japan for use as cattle feed.

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Elevator Superintendent Ward A. Peart points to his "tag" board, which tells him at a glance what grades of corn and grain are on hand in each storage bin.



WP's Sales and Pricing staff meet with the San Francisco Grain Terminal Superintendent to discuss ways in which the WP can better serve the grain terminal. Attending the meeting are (l. to r.), Bill Ginter, Assistant Sales Manager-

Bay Area; Althea Briggs, Sales Representative-Bay Area; John Hilgedick, Manager Pricing Services, Transcontinental; and Ward A. Peart, Elevator Superintendent, Stockton Elevator Company at San Francisco.



G. M. Plummer (left), Supervisor Customer Service Center - Marketing Department, discusses grain movement with Ward Peart (center), Elevator Superintendent, and Dick Grimes, Assistant Superintendent of the Stockton Elevator Co. (at the Port of San Francisco).



The 36,000 ton ship Duke Albatross is loaded at the San Francisco grain terminal.



DAIWA's ship Duke Albatross arrives to load export corn destined for Japan. The corn from the five "grain trains" has been stored in the grain elevators and is ready to load aboard the "bulk" ship.



Corn is loaded into the large hold of a bulk ship.



The Duke Albatross is typical of the bulk grain ships in operation between Northern California and the Far East. The ship will have loaded

about 360 100 ton covered hoppers to fill her hull with 36,000 tons of corn.



Large steel arms extend from the side of the Jordan Spreader to clear snow from a recent storm. Photo: Dale Sanders.

Keeping WP's tracks clear in Winter Snow On The Run

The Jordan Spreader is a very important piece of equipment operated by the WP, and one of its purposes is keeping the tracks open during heavy winter snows. During tough winters the spreaders are used in the Feather River Canyon, on the Eastern Division, and on the inside gateway between Bieber and Keddie, Ca. WP snow plows are Jordan Spreaders #6, #7, #8, and #13. Usually in the snow removal operation two locomotives are used to push the spreaders, and a caboose is added for the train crew. The Jordan Spreader pushes snow from the middle of the track and is equipped with hydraulic-powered "wings" on each side that push the snow approximately 14 feet to the right and left of the rails.

According to Chief Engineer Art Carlson, in addition to snow removal, this equipment is extremely useful in many other ways. In day to day operations, it is used for shaping sub-grade material, rip rap or ballast, during dumping operations.

When winter snows start to accumulate on the right of way, the plows usually operate by daylight and are used to clear sidings as well as the main line. Essential in keeping WP tracks open during the winter months, the Jordan Spreaders do not interfere with regular train schedules. They are kept ready to operate at a moment's notice, and saw action during the winter of 1977-78, as snowfall was unusually heavy.



Snow removal train clears the "Y" tracks at Almanor. Photo: Dale Sanders.



Backed by two 3,000 HP, WP locomotives, maintenance of way spreader #7 plows the snow along the main line of the inside gateway near Greenville. Photo: Dale Sanders.



The distribution site under construction in this early January photo is where the roundhouse and repair shops were formerly located. Photo: Andy Parsons.



Final paving for the new unloading area transforms the old maintenance tracks for the California Zephyr into the new distribution site.



Chrysler Locates on WP

The first shipment of Dodge pickup trucks and vans from the Chrysler Corporation arrived at WP's new distribution site located in our Oakland yard on January 24th, 1978.

The distribution site is where the roundhouse, repair shops, and the maintenance tracks for the California Zephyr were formerly located. The area has been reconstructed and resurfaced to provide a 20 acre parking lot for the unloading and temporary storage (staging) of the vehicles.

Construction on the site took place during November and December of 1977, and was completed in early January. Work was delayed due to the unusually heavy rains in December, but the project still made the deadline.

The Dodge trucks and vans are manufactured in Detroit and St. Louis and shipped on bi-level flatcars. The WP is working closely with other Midwestern railroads to expedite the movement of the vehicles. Twenty-six flatcars that were acquired last Spring will be fitted with side sheilding, and another thirty-three new, fully-enclosed bi-level flat-

cars are on order for delivery in late Spring of 1978. In the meantime WP has leased 40 open bi-level cars to furnish our share of railcars in the pool.

As part of this project the existing Oakland yard office will be vacated and all WP employees will move to a new yard office to be built at the West end of Middle Harbor Road near the entrance to the Oakland Naval Supply Base. Work will commence on the new yard office this summer, with plans now being finalized.

According to John Sanftner, WP's General Manager-Market Development, the operation works as follows: Typically, the bi-level flatcars move on one of WP's expedited trains, such as symbol train "OMW", scheduled to arrive in Oakland in the early morning. The bi-levels are then spotted at the four unloading tracks. A team of men goes to work at 8:00 A.M. and drives the vehicles down an unloading ramp to one of approximately 1,000 "bays," or parking places which will have a letter-number identification system. The trucking company, Commercial Carriers, Inc., then assembles truckloads of the



By the end of December the first phase of transforming the old WP yard into the new Oakland truck and van distribution center was well underway. Photo: Andy Parsons.

vehicles for delivery to dealers in Northern California and Nevada, according to instruction from Chrysler headquarters at Detroit. The drivers know exactly where the vehicles are located with this numbered "bay" system. One bi-level car contains 10 pick-up trucks or vans, which will constitute two delivery truckloads. All the inbound vehicles are already on order for a certain dealership, so fast, dependable rail service, unloading and delivery by truck, are essential.

Another motor vehicle shipper located next to WPT in the Oakland yard since 1957 is Tn't, Inc., an automobile freight forwarder. Tn't arranges to ship personal automobiles for people being transferred from one city to another and accumulates them into full tri-level loads of from 12 to 15 autos. Tn'T will also soon move into the new Oakland auto terminal.

In addition, the area will provide facilities to be leased to the hauling company, Commercial Carriers, Inc., to service their trucks, which involves conversion of the existing motor car shop into a truck garage, and construction of fueling facilities for gasoline and diesel. Next to the fueling facility will be a "telltale" de-

vice used by the truckers to check the height of the load in order to make sure it does not exceed 14ft. (the maximum city clearance).

WP already handles all of Ford Motor Company's new motor vehicles arriving by rail for distribution from Milpitas, CA. According to Mr. Sanftner, the addition of the Dodge vehicles from the Chrysler Corporation represents a sizeable new customer that will broaden the business base of the WP in coming years.



The first shipment of Dodge trucks and vans from the Chrysler Corp. arrived at WP's new distribution site at the Oakland Yard on January 24th. To commemorate the occasion Mr. Ershel Hicks, Terminal Manager, Commercial Carriers Inc., gives a symbolic handshake with R. G. Meldahl, Vice President Marketing.



On a typical morning, the bi-levels of Dodge pick-up trucks and vans are spotted at the four unloading tracks by 8 A.M.



The new self-propelled unloading ramp is portable, easily moved from one track to another, and is driven by one man.



This flexible, new portable "mobile" ramp allows crews to unload cars in almost any area within the distribution center.



A WP switching crew pauses for photo on locomotive #1501 after spotting cars at the new Oakland distribution center. Right to left, from top are Engineer L. T. Clarke, Trainman James Pensley, Ralph Olmedo, and Mike Roth.



With the "mobile" ramp in place, and tie down chains disconnected, vans and trucks are quickly and easily unloaded. FALL, 1977-8, WINTER



As the vehicles are unloaded they are parked in the approximately 100 "bays" or parking places which have a letter-number identification system.



The Dodge trucks and vans are manufactured in Detroit and St. Louis and shipped on bi-level cars to Oakland. WP works closely with other midwestern railroads to expedite the movement of the vehicles.
Photo by Henry Brueckman, Vallejo, Ca.



Commercial Carriers, Inc. assembles the truckloads of vehicles for delivery to the dealers in Northern California and Nevada.

1978 Golf and Picnic Dates Announced

R. C. Marquis, Vice President-Operation, has announced the dates and locations of the 1978 Western Pacific picnics and golf tournaments for the employees, retired employees, and families of WP and its subsidiaries.

The Lodi golf tournament will be held on May 20 at the Elkhorn Country Club (Davis Road just south of 8 Mile Road), and the picnic at Micke Grove Park and Zoo, Lodi (on Micke Grove Road between 8 Mile Road and Armstrong Road).

On June 17 the Graeagle golf tournament will be held at the Graeagle Meadows Golf Course (1 mile south of Highway 70 on Highway 89), and the picnic will be held at the Feather River Preparatory School (1 mile west of Blairsden).

On July 29 the Elko Golf Tournament will be held at the Elko Municipal Golf Course and the picnic will be at Elko City Park. For those interested in participating in the golf tournaments, sign-up sheets will be made available at WP offices at least a month prior to the dates of the tournaments.

Your Invitation

Western Pacific families, friends, and retired employees are invited to see this historic film presentation produced by MILEPOSTS, for our 75th anniversary year. The films will be presented the Friday evening before each 'Picnic Day' at 7:00 p.m. The exact locations will be "Broadcast" to all WP agencies two weeks in advance of the Friday shows.

Historic W.P. Films

Schedule: W.P. films:

1. Friday, May 19, LODI, Ca. Micke Grove Park, Shelter #3. Show time 7:45 p.m. (one show).
2. Friday, June 16, PORTOLA, Ca. Veterans Hall in Portola. Show time 7:00 p.m. and 9:00 p.m.
3. Friday, July 28, ELKO, Ne. Location to be announced. Show time: 7:00 and 9:00 p.m.
4. Friday, October 20, BAY AREA, Ca. Location to be announced.

The following films will be presented:

"Three Transcontinentals" 13 min. This film features rare scenes taken on the Western Pacific Railroad in the Feather River Canyon in 1912.

"The Last Gold Spike" 13 min. This film contains scenes filmed before and just after construction of the 'Inside Gateway' — Beiber Line in 1931.

"Vista Dome Adventure" 35 min. This film was made just after the 'Zephyr' went into operation between Chicago and San Francisco over the CB&Q, D&RGW, and WP during the 1950's.

"Portrait of a Railroad" 22 min. This award-winning film was produced for the BN in 1975 and shows a modern railroad at work. The message is about the people that make the railroad run.

Flash!

At press time it was announced that the Western Pacific, Tidewater Southern, and Sacramento Northern 75th Birthday Bay Area Picnic and Golf Tournament will be held on Saturday, October 21. The golf tournament will be at Sunol Valley Golf Course, and the picnic will be at the Pleasanton Fairgrounds.



The Donor-Mobile is scheduled to visit the general office in San Francisco during 1978.

'78 Blood Drive



This symbol represents blood donations . . . the 'Gift Of Life.'

On November 29, 1977, the Irwin Memorial Blood Bank sent its donor mobile unit to the Western Pacific Building at 526 Mission St. in San Francisco. The mobile unit was sent to the main office in order to collect for the company blood drive. Blood donated by WP employees to the WP blood fund is a credit for that person or any member of the donor's family. This helps keep costs down for the Western Pacific Medical Association, which otherwise must pay \$30 per unit for blood.

The process for donating blood is very simple, quick, and comfortable. First, the doctor interviews the prospective donor, asking a few simple questions as to recent illnesses and/or vaccinations. The donor must be between the ages of 17 and 65, weigh a minimum of 110 lbs., and there must have been an 8 week interval since the last time blood was donated. It is asked that the donor eat a low-fat breakfast before giving blood (no cream, butter, or fried foods).

Having passed the initial interview, the donor then relaxes on a comfortable reclining chair while the blood is quickly and quite painlessly drawn.

The donor is then provided with cookies and pineapple juice as a refreshment when the process is complete.

According to Judy Rauschmeier, Administrative Assistant at the Western Pacific Employees Medical Association, the mobile unit will be once again in front of the WP's main office on May 17, 1978 between the hours of 9:30 and 12:30 P.M. For those who wish to contribute at another time, there are two other locations in the San Francisco area where employees may donate for WP credit. They are, The Irwin Memorial Blood Banks at 270 Masonic Avenue, and at 760 Market St.

'78 Blood Drive . . .



Before the blood is collected, all donors will be examined for the level of their blood pressure to insure they are in good physical condition.



Judy Rauschmeier, administrative assistant at the W.P. Employee Medical Association says: "donating blood is very simple, quick, and comfortable and I invite you to join other WP employees who will donate blood during our 1978 drive."



Western Pacific employees having passed the initial interview, relax on comfortable reclining chairs while the blood is quickly and quite painlessly drawn.



Among the representatives attending the General Chairman's Luncheon were (l. to r.) R. G. Flannery, President and Chief Executive Officer, Western Pacific Railroad; Charles S. Coleman, International Vice President, Brotherhood of Railway and Airline Clerks; George P. Lechner, Vice President, United Transportation Union; Willard A. Hirst, Vice President, Brotherhood of Locomotive Engineers.

General Chairman's Luncheon

On March 8th, 1978, the General Chairman's Luncheon was held at the Holiday Inn, San Francisco. The purpose of the meeting was to bring together management and labor to discuss informally a matter of mutual concern to both; the progress and plans of the Western Pacific Railroad Company.

Meetings of this nature are held at

the direction of President R. G. Flannery with the representatives of the labor organizations as well as various department heads and other management personnel participating.

Presentations on the various aspects of the company's operation were made by Mr. Flannery and other management personnel followed by a question and answer period.

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Savings Bond Campaign — '78

"I personally purchase U.S. Savings Bonds through the Western Pacific payroll savings plan," says Robert G. Flannery, President of the Western Pacific Railroad Co.

Mr. Flannery is one of 9½ million Americans now enrolled in the Payroll Savings Plan for U.S. Savings Bonds. These 9½ million Americans know the importance of "taking stock" in America. Today's E bonds offer the highest interest rate in their history—a full 6% when held to a maturity of only five years, with a first year rate of 4½%. Interest is exempt from state or local income taxes, and federal tax may be deferred. The bonds are completely safe, protected against theft or loss and with principal and interest guaranteed in full.

When enrolled in the Payroll Savings Plan, the money is set aside even before the employee sees it, making it easy to build a nestegg. Some 500 WP employees are already involved in saving for their own and their family's futures through the Payroll Savings

Plan.

Not only are they benefiting from the plan, but the purchasing of U.S. Savings Bonds also helps build a more economically secure America.

The Savings Bond program is vital to the sound management of America's financial obligations. Bonds are a crucial factor in the noninflationary administration of the national debt and they contribute in no small measure to the overall stability of the dollar. The success of the U.S. Industrial Payroll Savings campaign is essential to our nation: some 60% of the total Savings Bonds purchased are bought through the Payroll Savings Plan by employees who have decided to "Take Stock in America."

Western Pacific employees need only ask their supervisor to contact the payroll department in San Francisco and request the "Authorization Card" for Bond deductions. Your choice of deductions is in multiples of \$3.75, i.e.: \$7.50, \$15.00, \$18.75, etc., etc.

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TEN GOOD REASONS FOR OWNING SAVINGS BONDS—

1. Savings Bonds provide **maximum safety** of investment—they are backed by the full faith and credit of the federal government.

2. Interest rates are **guaranteed to maturity**—you can never get back less than you pay in. Interest may be increased, but not decreased. And rates are now higher than ever.

3. Bonds are friends in need. They are **liquid assets** which may be cashed after a minimal holding period—two months for E Bonds; six months for H Bonds.

4. Bonds are **"indestructible."** Any Bond lost, stolen, mutilated or destroyed will be replaced at no charge. A record of each Bond sold is maintained by serial number and name of owner.

5. Choice of **registration**—(1) Bonds may be issued in one name only, in the (2) names of two persons as co-owners or (3) in the name of one person, with a second person as beneficiary (payable on death).

6. Bonds are **convenient to buy.** The Payroll Savings Plan—all employees at Western Pacific can enroll today—and purchase Savings Bonds on a partial payment plan.

7. **Tax benefits**—Interest on Savings Bonds is exempt from all state or

local income or personal property taxes. Interest is subject to federal income tax, but the tax on E Bond interest may be deferred until the E Bonds are cashed or reach final maturity. H Bond interest, paid semiannually by Treasury check, must be reported annually for federal income tax purposes.

8. **Exchange privilege**—Series E Bonds may be exchanged for current-income H Bonds. Federal income tax on accrued E Bond interest may continue to be deferred until the H Bonds are redeemed or mature.

9. **Not subject to probate**—Savings Bonds issued with a surviving co-owner or beneficiary do not form a part of an estate for probate purposes, but their value must usually be included in computing the gross estate for estate and inheritance tax purposes, in accordance with federal laws and those of individual states.

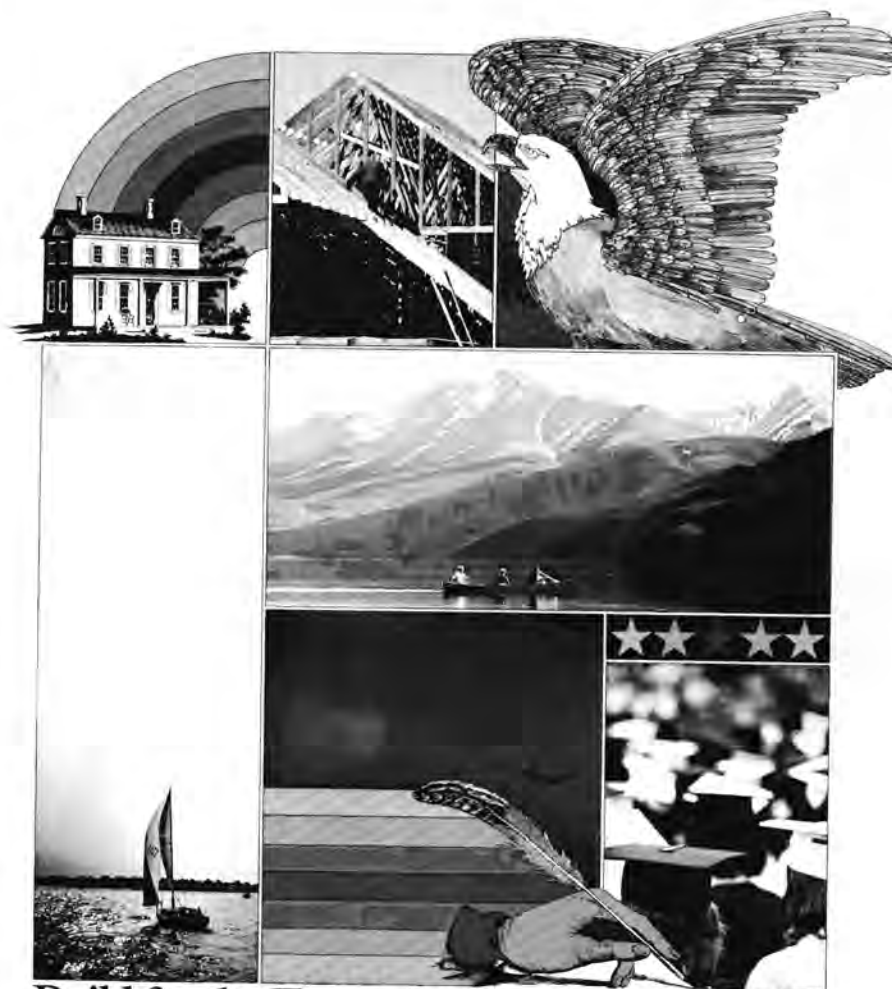
10. **Prudence and patriotism**—Buying Savings Bonds helps the government manage the national debt in the most non-inflationary manner and helps finance programs and projects vital to our individual and collective well-being. Today's Savings Bonds dollars are used to pay for many programs and projects designed to improve our environment and raise our standard of living, including housing, education, transportation and health.

Here's How Your Money Grows in U.S. Savings Bonds

Series E—Monthly Accumulations*

Monthly Savings	1 Year	3 Years	5 Years	10 Years	15 Years
\$ 3.75	\$ 45.72	\$ 143.90	\$ 251.99	\$ 596.92	\$ 1,060.49
6.25	76.40	240.57	421.89	999.65	1,776.15
7.50	91.74	288.75	506.25	1,199.52	2,131.25
12.50	153.16	482.02	844.66	2,000.18	3,553.18
18.75	230.20	724.82	1,272.27	3,014.22	5,355.36
25.00	306.60	965.39	1,694.16	4,013.87	7,131.51
37.50	460.40	1,449.64	2,544.54	6,028.44	10,710.72
56.25	690.60	2,174.46	3,816.81	9,042.66	16,066.08
75.00	920.80	2,899.28	5,089.08	12,056.88	21,421.44
150.00	1,841.60	5,798.56	10,178.16	24,113.76	42,842.88

*The interest rate on new issues of U.S. Savings Bonds is subject to continuous review by the Treasury and may be increased or decreased in accordance with changes in economic and financial conditions.



Build for the Future the Payroll Savings Way
BUY U.S. SAVINGS BONDS



Between Keddie and Portola, Ca., the Channel 5 production crew filmed the modern WP container train from a variety of angles along the route. The film crew included (left to right) Steve Schoby, Production Assistant; Crickett Kowalczyk, Assistant Producer; and Scott B. Gibbs, Unit Producer and cameraman.

WP Filmed for TV Show

In January, 1978, a film crew from television station KPIX in San Francisco filmed the WP in action along the Feather River for a feature on a freight train crossing the Sierras. The segment was shot for the Evening Magazine Show, and recently aired on Channel 5 in San Francisco. The crews began filming on Monday, January 18th, at the Sacramento dispatchers center.

On Tuesday the crew boarded the WP train "TOF" in order to film the Oroville to Portola run. They filmed for about two hours on board the modern container train East to Keddie. At that point the train stopped just long enough for the camera crew to detrain to a waiting van for filming from the highway during the re-

mainder of the trip to Portola. Upon arriving at Portola, the train crew was interviewed in front of the yard office. The next day, the KPIX camera man took to a rented helicopter and got an exciting but unexpected bit of footage.

Coordinating with the departure of the train out of Oroville, the crew in the copter, which was rented out of Reno, met the train three miles west of William's Loop. The helicopter followed the train to Portola, and it was upon leaving Portola that a mishap occurred. The helicopter was following the train as it left Portola. The pilot said he didn't see the Sierra Pacific power cables some 200 yards East of the Portola bridge. The helicopter struck the cables and plunged

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to a stagnant pond beside the Feather River. The occupants escaped remarkably unscathed and all of the film footage was recovered except for one roll which included the William's Loop footage.

The segment on the WP trains crossing the Sierras was aired on KPIX television on February 8th, 1978.

Several WP employees were very helpful during the filming in assisting the camera crews with equipment and in supply details to the interviewers. C. G. Yund, Superintendent, Western Division, R. E. Sherwood, Division Trainmaster, Oroville, and W. M. Giroux, Division Trainmaster, Portola, were very helpful, as were, F. A. Tegeler, Vice-President, Administration, and Paul Gordenev, Editor, MILEPOSTS Magazine.

Photos by Tom Brown and Andy Parsons of Berkeley, California.



Division Trainmaster R. E. Sherwood discussed the details about shooting locations of the WP in the Feather River Canyon with Channel 5 Unit Producer and Cameraman Scott Gibbs at Oroville, Ca.



A little elbow grease provided by Mileposts Editor Paul Gordenev helped to put the "WP" on center screen.

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San Francisco's Westinghouse Broadcasting (Channel 5) film crew load equipment aboard WP Symbol train TOF for filming aboard the train between Oroville and Keddie. R. E. Sherwood, Division Trainmaster (left) assists the production company.



Ready-Camera-Action! Channel 5's film crew shoots opening scenes for Evening Show Magazine. In this scene program host Steve Fox

tells the viewers about the trip they're about to take on the WP through the Feather River Canyon.



The Feather River Canyon provided a spectacular backdrop for the filming of a modern freight railroad operating over the Sierras. Thanks to the excellent cooperation and planning with WP personnel and the advanced scouting of filming locations by veteran photographer Tom Brown, the filming on the WP was proclaimed a grand success by the production crew.



Westinghouse (Channel 5's) colorful sound and video equipment van.



Program host Steve Fox studies a modern railroad in action during the filming of the WP.

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Pictured are the students from Cal Poly, San Luis Obispo who recently met with members of the WP Marketing Department in San Francisco. Shown are, back row, left to right, W. F. McGrath, Assistant Vice President, Sales, Brant Jackson, R. G. Meldahl, Vice President, Mar-

keting, Patrick Cutbirth, Mark ByBee; middle row, Jack Scott, instructor, Lorinda Engelhorn, Vickie Forrest, Linda Gordon, A. M. Allen, Assistant to Vice President, Marketing; front row, Robin Perna, Janine Hartman, Doug Freitas, and Jolene Orr.

Cal-Poly Tour

This past July students from California Polytechnic State University (Cal Poly), San Luis Obispo, toured northern California, visiting major agricultural businesses and related service industries. They visited management members of 8 companies, including the Western Pacific Railroad, exploring areas of transportation, exporting of agricultural products, fresh produce marketing, and advertising. The three day tour included stops in Sacramento, Oakland, San Francisco, and San Jose. At the

WP general offices in San Francisco they were hosted by members of the Marketing Department, headed by R. G. Meldahl, who gave the opening greeting and a talk on the overall marketing department. W. F. McGrath, gave a talk on sales, equipment, and plans for packing. He was followed by J. E. Sanftner who spoke on pricing and market development. T. G. Hoback spoke on pricing and grain transport. Then A. M. Allen and S. Glatt conducted a tour of the service center.

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During this workshop the program included a slide presentation by Chief Mechanical Officer R. W. Mustard.

Annual Marketing Seminar

Western Pacific's Annual Marketing Seminar was held January third and fourth, 1977 in San Francisco. The two-day seminar is held every year to bring together the various divisions of the marketing department with other departments in the railroad for an exchange of ideas.

Special attention was paid to where the company has been and where it is going. Goals set by management were discussed, and ideas on how to reach those goals were brought forward.

The divisions of the marketing department involved were market development, pricing, inter-modal, market information, and customer service. Members of the marketing departments attended presentations made by

other departments in order to co-ordinate the overall effort of meeting management's goals for the coming year. Making presentations at the seminar were the operating, mechanical, industrial development, and finance departments.

To further the exchange of ideas, workshops consisting of small groups of participants were conducted. Present were all sales managers and assistant sales managers from across the country.

The seminar was co-ordinated by the General Sales Manager for the east, P. R. McElheney, and the General Sales Manager for the west, Ron Tofanelli.



Among the members of the Sales and Intermodal Marketing Divisions who attended the Seminar were (l. to r.) R. G. Meldahl, Vice-President, Marketing; P. R. McElheney, General Sales Manager East; W. Leslie III, Manager, Intermodal Sales, Chicago; W. P.

Gurgurich, Jr., Manager, Intermodal Sales, East, New York; W. E. Schmidt, Director, Intermodal Sales; C. R. McNeal, Manager-Intermodal Sales; and R. M. Tofanelli, General Sales Manager-West.



The final dinner meeting was attended by a majority of the members of the marketing seminar.

The January 3rd and 4th, 1978 Marketing Seminar in San Francisco was heralded a great success by those who attended.



John C. Dullea



Paul E. Forkgen



William E. Ginter



Gerald M. Plummer



Edward H. Scott

Appointments

Marketing

John C. Dullea was promoted to Sales Manager - Greater Bay Area. John attended St. Peters High School in San Francisco, his hometown, and studied Traffic Management at Golden Gate University in San Francisco and at La Salle University in Chicago.

He joined WP in 1947, and served in the Rate Department until 1951, when he was promoted to Chief Clerk, San Francisco Sales Office. In 1953 he was promoted to Rate Analyst, San Francisco, and from 1956 he served as Sales Representative, San Francisco, until his recent appointment.

John was President of Presentation High School in 1970, and served on the Board of Directors from 1965-1972. He was also a member of the Board of Directors for the City College of San Jose from 1965-1972, and in 1969 was President of the Transportation Club of Santa Clara. He also finds time to enjoy his favorite sport of golf.

John and his wife Marge make their home at 6594 Tam O'Shanter Drive, San Jose. They have three children Christopher, 27, Susan, 23, and Barbara, 19.

* * *

Paul E. Forkgen was recently promoted to Assistant Sales Manager, San Jose. Born in San Francisco, Paul attended George Washington High School, and got his Traffic Diploma from Golden Gate University in San Francisco.

Paul began his career with WP in 1950 as a Clerk, was promoted to Division Clerk, San Francisco, in 1954, served in Sales and Service, 1954-1955, was promoted in 1957 to Salesman, San Jose, and served as Sr. Sales Representative there from 1962 up until his recent promotion.

Paul has been a Little League baseball coach, and served on the Board of Directors of the Santa Clara Transportation Club.

He and his wife Eleanor live at 1719 Hallmark Lane in San Jose. They have two children, Mrs. Diane Bowden, 22, and David, 19.

William E. Ginter was promoted to Assistant Sales Manager, Bay Area, headquartered in Oakland. A native of Alamosa, Colorado, William attended high school in Hayward, California, and college at Oakland City College, at I.C.S., and has an Associate Arts degree in education.

He began his career with WP in 1954 as a Roadmaster Clerk in Keddie. In 1962 he was Chief Clerk, Marketing Department, Oakland, and in 1965 was promoted to Sales Representative, San Francisco.

William is currently a member of the Fremont Concert Association, and serves on the House Committee of the Transportation Club of San Francisco. Away from the office he enjoys painting, bridge, golf, jogging and swimming.

He and his wife Lois live at 4374 Burke Way, Fremont, and have two children, Dale Everett, and Judy Ann Hilliard.

* * *

Congratulations go to Gerald M. Plummer, who was recently promoted to Sales Representative, Bay Area Sales-Oakland.

A native Californian, Gerald was born at Lodi, Ca., and attended Kansas State University at Manhattan, Kansas. He majored in Political Science there and received his Bachelor of Science degree.

From 1968 until 1972 he worked for the Pacific Fruit Express Co. in San Francisco as Assistant Chief Clerk, Traffic. Gerald joined the WP as a claim clerk in 1974, and also served as Supervisor, Customer Service in San Francisco before his recent promotion.

A member of the Oakland Traffic Club, Gerald lives in Concord, Ca. with his wife Kathleen and their three children, Jennifer, age 7, Hilarm, age 3, and Emily, 18 months.

* * *

Congratulations to Edward H. Scott who was recently appointed to the position of Supervisor, Customer Service Center - Marketing Department, San Francisco.

Ed joined the Western Pacific in 1973 and has worked in various departments for the railroad. His most recent assignment was as Service Representative in our customer service center.

Marketing

Congratulations go to William P. Gurgurich, Jr. who has been promoted to the newly created position of Manager Intermodal Sales - East, headquartered in New York.

Born in Cheswick, Pennsylvania, Bill attended Slippery Rock College at Slippery Rock, Pennsylvania, and the Transportation School of Advanced Traffic at Pittsburgh, Pa.

He worked for the Nickel Plate Railroad as a clerk in 1964, and joined the WP that same year as Chief Clerk in the Pittsburgh, Pa. sales office. Since that time he has held various marketing positions, the most recent as Assistant Sales Manager, New York City.

A Committeeman of Ewing Township from 1974 to 1977, Bill serves on the Chairman Membership Committee of the Intermodal Club of New York City.

He enjoys as hobbies bowling, golf, and baseball. Bill lives with his wife, Sandra and their two children, Paul, age 13, and Cheryl, age 8, in Trenton, New Jersey.

* * *

MILEPOSTS Welcomes Kenneth L. Jackson, who recently joined the WP as a Sales Representative in the New York Sales office, with responsibility in the New England and Eastern New York areas.

Born in Syracuse, New York, Ken comes to the WP with a varied background of ten years in railroading, which includes both sales and operating experience.

He hired on at the Erie Lackawanna Railroad as a sales representative in Buffalo, New York in 1968, holding various jobs in operating and sales



W. P. "Bill"
Gurgurich, Jr.



Kenneth L. Jackson

there until 1976. Ken also served as a sales representative with Conrail in New York City before joining the WP.

His hobbies include running, duck hunting and golf. Ken lives with his wife Aileen and their son James, age 5, in Albany, New York.

* * *

MILEPOSTS welcomes Bill J. McDaniel, who recently joined the WP as Director-Equipment Planning.

Bill was born in Merced, California, and attended high school in Topeka, Kansas. He served in the Navy as a Yeoman from 1957 until 1959. Upon leaving the service he hired on at the Burlington Northern RR and worked with that company until January of 1977, starting as a clerk and working his way up to Service and Equipment Manager.

He received a BA degree in transportation from Fresno State University in 1971, and obtained an MBA degree in management from Golden Gate University in 1973.

Bill holds the degree of ICC Practitioner. He is also a certified member of the American Society of Traffic and Transportation, where he served as Vice President and President in 1975 and 1976.

Golf, camping, and travel are among Bill's hobbies. He lives at 2504 Denning Court in Castro Valley, California.



Bill J. McDaniel



Dennis C. Opferman



Richard E. Strelecky

MILEPOSTS welcomes Dennis C. Opferman, who recently joined WP as Market Analyst.

Dennis was born in Pueblo, Colorado, and attended the University of Southern Colorado there, where he graduated with Special Distinction in 1973. He minored in mathematics and music, and received his BA degree in economics. He was a recipient of a Transportation Center Fellowship to Northwestern University at Evanston, Ill., and is completing his requirements for an MS degree in transportation.

From 1975 to 1977, Dennis worked for the Chicago, Rock Island, and Pacific RR Co. as a Market Research Analyst, based in Chicago. In 1977 he transferred to Atlanta as a Sales Analyst before joining the WP this year.

A member of Omicron Delta Epsilon (Economics) at the University of Southern Colorado, he served as that organization's president during the school year of 1972-73. Dennis had a book review published in the Inter-mountain Economic Review in the Fall of 1973.

He is a member of the American Guild of Organists, and serves as an organist at Our Lady of Angels Church in Burlingame. Dennis enjoys as hobbies volleyball, swimming, and soccer, and lives at Foster City, California.

FALL, 1977-8, WINTER

Congratulations go to Richard E. Strelecky, who was recently appointed Assistant Manager-Commerce and Divisions.

Richard was born and raised in the Chicago area and received his Bachelor of Science degree from Southern Illinois University at Carbondale.

He served in the U.S. Army Transportation Corps and was discharged from active duty with the rank of Captain.

Prior to joining WP, Richard was employed in food, industrial gas, and motor carrier industries. He worked with Castle and Cook Foods in San Jose as Supervisor-Inventory Control from 1971 to 1973, with Liquid Air, Inc. at Union City as Distribution Supervisor from 1973 to 1976, and with Rocor International at Palo Alto as Assistant Director of Commerce.

Richard received his Master of Business Administration degree from the University of Santa Clara in 1976. Currently he is enrolled in the Transportation and Distribution Management graduate program at Golden Gate University in San Francisco.

A member of the American Society of Traffic and Transportation, and the Commonwealth Club of California, Richard enjoys as recreation travel, camping, and hiking.

He resides with his wife Christel in Fremont.

Appointments

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

E. B. Dick promoted to Chief of Rate Bureau, West of TC, San Francisco.

James R. Mickelsen promoted to Rate Analyst-West of TC, San Francisco.

H. E. Ezekiel appointed Service Representative, New York.

Margaret L. Thomson appointed Service Representative, Detroit.

G. W. Fisher appointed Rate Analyst, TC, San Francisco.

R. Ehrental appointed Rate Analyst, Rates & Divisions, San Francisco.

Miriam Spafford promoted to Service Representative, San Francisco.

Law

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

Miss Katherine M. Griffin is appointed General Attorney, San Francisco.

Albert C. Taylor is appointed Attorney at San Francisco.

Engineering

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

C. G. Gnesios is appointed to the newly created position of Building Engineer, headquarters San Francisco.

E. A. Stewart is appointed Assistant Engineer, San Francisco.

Western Division

The following appointments and promotions were recently announced by Superintendent Western Division C. G. Yund:

R. R. Campbell appointed to Terminal Car Supervisor, Stockton.

J. P. Lorda promoted to Terminal Superintendent, Oakland.

D. E. Henke promoted to Terminal Trainmaster, Stockton.

R. W. Ridinger promoted to Trainmaster, Oakland.

R. W. Baptist promoted to new position, Trainmaster, Milpitas-San Jose.

J. Yonan promoted to Trainmaster, Modesto.

R. P. Provencio appointed Agent, Stockton.

R. L. Poitras promoted to Assistant Trainmaster Agent, Yuba City.

A. A. Sauer is appointed to Road Foreman Engines, Portola.

J. L. Holmes is appointed to new position, Trainmaster, Oakland.

W. G. Francisco is appointed to Track Supervisor, Oakland.

W. A. Hill is appointed Terminal Trainmaster, Stockton.

Eastern Division

The following appointments and promotions were recently announced by Superintendent Eastern Division J. C. Lusar:

M. C. Huff to Bridge Building and Track Inspector, Elko.

M. W. Schneider is appointed Track Supervisor, Gerlach.

J. L. Langston is appointed to Road Foreman, Engines, Elko.

Appointments

Personnel

The following appointment was recently announced by Manager-Personnel A. P. Schuetz:

R. R. Ahearn was appointed Manager Labor Relations, San Francisco.

Transportation

The following appointments and promotions were recently announced by R. E. Artusy, Director-Transportation:

C. P. Hughes appointed to Assistant Director-Transportation.

C. M. Hammond promoted to Manager-Operations Planning, San Francisco.

B. G. Sinor appointed to Transportation Supervisor, Stockton.

Operating

The following appointment was recently announced by Director-Operating Administration R. B. Redus:

G. V. Hunter to Transportation Budget Analyst, San Francisco.

Mechanical

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

M. Evans is promoted to Manager-Car Maintenance, San Francisco.

Cliff A. Bates is appointed Mechanical Coordinator.

R. T. Price is promoted to Shop Superintendent, Sacramento.



A. Joe Stout, left, is wished "good luck" and a long retirement by the new Shop Superintendent Rodger T. Price.

Congratulations to ROGER T. PRICE, our new Shop Superintendent. His love for railroading has helped him move "up the ladder of success" from a Mechanical Department laborer to Shop Superintendent. He started working for the Western Pacific Railroad on his birthday, July 26, 1969, and was soon upgraded to set-up carman. In 1974 he became a journeyman carman and in 1975 was transferred to Oroville as Car and Derrick Foreman. He was promoted in April 1977 to Terminal Car Supervisor in Stockton and again promoted in September 1977 to his present position at Sacramento Shops. Price enjoys golfing, bowling, water skiing, and football. He resides in Rancho Cordova with his wife Cheryl and three children, Roger II, Randy and Jennifer.

Appointments

Executive

Congratulations to William J. Caroni, who was recently promoted to Administrative Assistant to the President.

William is a native of San Francisco, where he attended high school, then went on to San Francisco State University, Golden Gate University, and the University of California Extension. He served on the staff of Grace Ball College for eight years in San Francisco. William served in the US Navy for three years, participating in the Medical Educational Program.

Formerly with the Southern Pacific at Vacaville, in retail sales, William had served in the Industrial Development Dept. with WP before his recent promotion.

He and his wife, Pilar, make their home in Kentfield, Marin County. William speaks Italian and Spanish, and enjoys among his hobbies swimming, jogging, gardening, and tennis.

Economic Analyst

MILEPOSTS welcomes David R. Nowicki, who was recently appointed Economic Analyst.

David was born in Ft. Benning, Ga., and attended high school at Gettysburg, Pa. He received his college education at Franklin and Marshall College, Lancaster, Pa., and Northwestern University, Evanston, Ill. He holds AB, MA, and MM degrees in Finance and Transportation.

David has worked for the Chesapeake and Ohio Railway, New Buffalo, Mich., the Trailer Train Co., Chicago, and was with the Chicago and Northwestern RR, as a Staff Analyst at Chicago before joining WP.

David is a member of the Illinois Railway Museum and enjoys music, model railroading, and photography. He makes his home in San Francisco.

Industrial



Glen S. Calkins

Congratulations go to Glen S. Calkins, who recently joined WP as Industrial Development Representative.

Glen was born in Bridgeport, Connecticut, and attended Lyman Hall High School at Wallingford, Conn. He attended college at the University of Miami at Coral Gables, Florida, and the University of Bridgeport at Bridgeport, Conn. He majored in finance and received BBA and MBA degrees.

Before joining WP, Glen worked at the Hartford National Bank, Hartford, Conn., as an investment analyst. From 1971 to 1977 he was Vice President/Treasurer at J. Burdon, Inc., of Wallingford, Conn.

Glen served in the U.S. Army Reserves from 1968-1974, achieving the rank of first sergeant.

He is a member of the Rotary Club, where he has served as secretary-treasurer and enjoys golf, fishing, and working with stained glass.

He and his wife Diane have two children, Matthew, age 5, and Travis, age 3, and make their home at 401 Marion Avenue, Mill Valley, Ca.

MILEPOSTS



WP locomotive #3544 heads a two-car Department of Transportation/Federal Railroad Administration test train of two inspection vehi-

cles on WP just east of Oroville. Photo: Dale Sanders.

FEDERAL TEST TRAIN ON WP

The Federal Railroad Administration (FRA), under the U.S. Department of Transportation, operates Track Geometry Inspection Vehicles for the purpose of determining rail standards on all class one railroads in the United States.

The inspection vehicles are railroad cars especially equipped to detect and record the gauge and alignment of tracks. The cars contain sensing devices and computer equipment used to make sure that the tracks are up to federal standards.

The inspection vehicles operate 12 months out of the year, five days a week, and a crew of 30 people is involved.

The FRA first began using the vehicles to test rail safety in 1975. Last year, 28,000 miles of track were inspected. On November 9th and 10th, 1977, DOT-FRA test cars T-1 and T-3 came across from Salt Lake City to Oakland, CA., on the WP. In 1977 two additional cars were outfitted with the special equipment and as a result in 1978 the FRA projects that 65,000 miles of America's railroads

will be inspected. The information is gathered for the FRA and for the benefit of the engineering departments of the railroads.



DOT/FRA test cars roll through James during track geometry inspection of the WP main line on November 10, 1977. Photo: Dale Sanders.

Service Awards



Jack Hoppenjans (center), Sales Manager, Atlanta, was recently presented his 25 year Service Award and congratulations from Bill McGrath, Assistant Vice President, Sales. Joe Moore (left), Sales Representative, Charlotte, looks on.



Jon Vlasak, Manager - Computer Operations (left), receives congratulations and a special 25 year Service Award from G. A. Wright, Director-Management Services, San Francisco.



Pete Saenz, Assistant Manager-Transit and Accessorial Services at San Francisco (center) receives congratulations and his 30 year Service Award from Vice-President Marketing R. G. Meldahl (left) as D. C. Pendleton looks on:



W. A. "Bill" Tussey (center), Director-Equal Employment Opportunity, receives congratulations and his 40 year Service Award from President R. G. Flannery (left) and best wishes from F. A. Teggler, Vice-President Administration at San Francisco.



Clerk Tom Baldwin (right center) receives congratulations and his 30 year Service Award from Vice-President Marketing R. G. Meldahl (left center) as T. C. Olson (left) and J. M. Ostrow look on.

Service Awards . . .



Leo Kaminsky (right), Sales Manager-Pittsburgh, Pa., receives congratulations and his 25 year Service Award from Vice-President Marketing R. G. Meldahl at San Francisco.



Congratulations go to Fred W. Brandies, Sales Representative, Sacramento (left) shown here receiving his 40 year Service Award from W. F. McGrath, Assistant Vice-President Sales, San Francisco.



Congratulations go to George McDermid (right center), Manager, Commerce Divisions and Accessorial Services, San Francisco, shown here receiving his 40 year Service Award from R. G. Meldahl, Vice President Marketing (left center) as J. M. Ostrow (left) and T. C. Olson look on.



John C. Dullea (center), Greater Bay Area Sales Manager, receives his 30 year Service Award and congratulations from R. G. Meldahl, Vice-President Marketing (right) as W. F. McGrath looks on.



Clerk George Gordon (center) receives his 25 year Service Award and congratulations from Vice-President Marketing R. G. Meldahl (right) at San Francisco as J. M. Ostrow looks on.



Don Schroen (right), Sales Manager, New York, receives congratulations and his 20 year Service Award from Vice-President Marketing R. G. Meldahl at San Francisco.

TODAY'S RAILROADS, AMERICA'S GREAT UNTAPPED RESOURCE

We take for granted that the United States is the world's biggest economy. But consider the vital transportation element and the railroad system that is its backbone. Rails carry 75% of all coal that moves and provide 80% of the transportation for all new motor vehicles and parts, 74% for all paper and pulp products, and much more.

Big as that job is today, there's an even bigger one ahead. The Department of Transportation recently predicted that intercity freight ton-miles will double by 1990. All forms of transportation will carry more—but the railroads, DOT estimates, should score the biggest gains.

Why? The main reason is that railroads can do it. The others can't — not as well nor as easily. Advancements — like bigger freight cars and more efficient handling methods—have enabled the railroads to make better and better use of their facilities. As a result, they have capacity to spare.

This is fortunate for the public. Compared to other types of land transportation, railroads transport more freight with less fuel, less pollution, more safety—and greater economy.

Railroads aren't just resting on their advantages. They are making further improvements today—in car utilization, in service innovations, in computerization, in facilities, and in general productivity to assure that railroads can handle tomorrow's load.

**Association of American Railroads
American Railroads Building
Washington, D.C. 20036**

Photo by Henry Brueckman, Vallejo, Ca.

RAILROADS AREN'T JUST RESTING



ON THEIR ADVANTAGES



SERVICE AWARDS

July-December 1977

40-YEAR AWARDS

W. A. Tussey	Director-Equal Employ. Opportunity	San Francisco
M. A. McLain	Clerk	Oroville
K. H. Beard	Locomotive Engineer	Stockton
J. C. Parker	Conductor	Salt Lake City
R. W. Turner	Locomotive Engineer	Portola
George McDearmid	Manager-Commerce, Div. & Accis. Svcs.	San Francisco
B. B. Harding	Clerk	Stockton
C. H. Mathews	Locomotive Engineer	Stockton
E. M. Hale	Locomotive Engineer	Stockton
E. E. England	Clerk	San Francisco
A. M. Allen	Asst. to V.P. Marketing	San Francisco
E. S. Lagomarsino	Section Stockman	Sacramento
R. R. Williams	Locomotive Engineer	Portola
M. L. Columbia	Locomotive Engineer	Stockton
W. D. Burns	Locomotive Engineer	Portola
A. W. Carlson	Chief Engineer	San Francisco

35-YEAR AWARDS

P. Alberro	Carman	Elko
E. F. Reynolds	Conductor	Stockton
L. M. Hays	Conductor	Salt Lake City
E. A. Goff	Conductor	Stockton
D. H. West	Service Representative	San Francisco
E. M. Brockett	Carman	Sacramento
D. B. Rickman	Sacramento Northern Ry. Asst. TM-Agent	Yuba City
W. L. Fisher	Locomotive Engineer (6/77)	Stockton
R. L. Smith	Locomotive Engineer (6/77)	Salt Lake City
A. F. Tunsen	Brakeman	Stockton
J. P. Gates	Janitor	San Francisco
R. L. Shepard	Diesel Foreman	Oroville
W. H. Davis	Conductor	Stockton
J. W. Hefferon	Brakeman	Salt Lake City
V. L. Mechling	Locomotive Engineer	Salt Lake City
R. W. Grummett	Locomotive Engineer	Portola
R. K. Harrison	Locomotive Engineer	Winnemucca
W. J. Curtis	Laborer	Stockton
W. L. Powell	Locomotive Engineer	Portola
C. H. Goodrich	Clerk	San Francisco
O. F. Muenich	Sacramento Northern Ry. Brakeman	Sacramento
W. Clausen	Conductor	Winnemucca
J. S. Ede	Conductor	Portola
R. A. Stone	Clerk	San Francisco
M. Vasquez	Signal Storekeeper	Stockton
M. Story	Locomotive Engineer	Portola
P. A. Penman	Locomotive Engineer	Salt Lake City
A. C. Jones	Conductor	Elko
J. C. Currier, Jr.	Locomotive Engineer	Stockton

30-YEAR AWARDS

G. M. Nevius	Sheetmetal Worker	Stockton
J. H. Harper	Hostler-Helper	Oakland
G. S. Coen	Chief Car Service Clerk	San Francisco
T. M. Baldwin	Clerk	Marketing
D. Thomson, Jr.	Signal Construction Engineer	San Francisco
W. H. Langston	Locomotive Engineer	Portola
E. T. Knarr	Section Stockman	Stockton
W. A. Bastedo	Systems Analyst	San Francisco
J. L. Sudderth	Storekeeper	Stockton
J. C. Dullea	Sales Manager	San Jose
P. F. Saenz	Asst. Manager-Commerce Divisions	San Francisco
J. E. Hightower	Roundhouse Clerk	Stockton
H. P. Mentaberry	Agent	Winnemucca
B. G. Rumsey	Genl. Supervisor-Communications	Sacramento
T. C. Hammond	Messenger	Oroville
B. J. Wilkes	Asst. Chief Clerk Revising Bureau	San Francisco
John Kaffun	Sr. Sales Representative	Oakland

25-YEAR AWARDS

H. L. Contois	Property Recording Engineer	San Francisco
A. P. Schuetz	Manager-Personnel	San Francisco
A. L. Allen	Conductor	Salt Lake City
H. A. Siler	Conductor	Portola
W. F. Mart	Brakeman	Stockton
J. L. White	Conductor	Elko
J. J. Guareno	Clerk	Sacramento
R. F. Thorpe	Conductor	Sacramento
J. T. Smith	M. of W. Engineer	San Francisco
T. D. Kangas	Brakeman	Oroville
J. F. Pennington	Yardmaster	So. Sacramento
L. T. Clark	Locomotive Engineer	Oakland
G. D. Call	Division Lineman	Oroville
R. L. Meyer	Transportation Superintendent	Sacramento
M. L. Bowers	Accountant	San Francisco
G. C. Turville	Conductor	Salt Lake City
V. Catanho	Locomotive Engineer	Oakland
R. R. Retana	Track Patrolman	Stockton
C. S. Watson	Conductor	Portola
G. C. Warner	Warehouse Foreman	San Francisco
H. N. Dellinger	Conductor	Portola
G. R. Bicknell	Brakeman	Stockton
P. P. Neri	Conductor	Fremont
K. J. Archer	Conductor	Stockton
J. W. Hoppenjans	Sales Manager	Atlanta, Ga.
F. M. Gabbert	Clerk	San Francisco
J. M. Vlasak	Manager Computer Operations	San Francisco
G. O. Gordon	Clerk	San Francisco
J. L. Worthington	Service Representative	Salt Lake City
W. I. Zimmerman	Conductor	Portola
Frank D. Webb	Trainmaster	Fremont, Ca.

Service Awards—July-December 1977

20-YEAR AWARDS

L. A. Barnes	Brakeman	Portola
R. D. Field	Machinist	Stockton
J. P. Lorda	Terminal Trainmaster	Stockton
S. J. Worthington	Locomotive Engineer	Salt Lake City
J. L. Tognini	Brakeman	Elko
A. R. Norris	Telegrapher	Elko
A. E. Almanza	Laborer	Stockton
R. H. Wright	Machinist	Portola
C. E. VanAllen	Brakeman	Stockton
F. A. Olson	Brakeman	Portola
J. L. Banning	Brakeman	Stockton
R. G. Chase	Machinist	Oakland
R. C. Ayala	Welding Helper	Oroville
H. R. Rowe	Brakeman	San Jose
L. K. Ogburn	Clerk	San Francisco
M. C. McManus	Director-Train Operations	San Francisco
S. J. Daniels	Conductor	Winnemucca
A. Bateman	Carman	Oakland
J. D. McMullen	Asst. Supervisor Car Service	Fremont
V. P. Gray	Foreman Tunnel Gang	Western Division

15-YEAR AWARDS

H. W. Edwards	Locomotive Engineer	Sacramento
R. A. Sigouin	Sacramento North. Ry. Locomotive Engineer	Sacramento
D. J. Drake	Brakeman	Sacramento
R. R. Jordan	Locomotive Engineer	Stockton
A. C. Solorzano	Machinist	Sacramento
L. B. Shields	Asst. TM. Agent	Fremont
A. B. McGlamery, Jr.	Sacramento Northern Ry. Conductor	Sacramento
J. L. Icardo	Brakeman	Stockton
C. E. Shoemaker	Brakeman	Oroville
D. J. Aitken	Switchman	Oroville
E. J. Smith	Brakeman	Oakland
F. R. Montanez	Laborer	Oakland
J. P. Wirick	Dispatcher	Sacramento
M. D. Bates	Clerk	San Francisco
F. L. Worlein	Brakeman	San Jose
A. L. Mangelsdorf	Clerk	San Francisco
W. J. Fisher	Signalman	Sacramento
W. C. Kyle	Electrician	Stockton
D. C. Brown	Electrician	Stockton
T. Barker	Brakeman	Winnemucca
J. E. Petsas	Chief Clerk-Station Accounting	San Francisco
C. L. Phillips	Brakeman	Stockton
A. M. Martelli, Jr.	Brakeman	Oakland
D. A. Dayton	Clerk	Portola

10-YEAR AWARDS

D. F. Meyer	Dispatcher	Sacramento
J. D. Day	Carpenter	Oakland
C. Lopez	Laborer	Sacramento

M. S. Evans	Brakeman	Stockton
R. L. Peck	Lineman	Stockton
L. H. Chaffin	Locomotive Engineer	Stockton
D. D. Moore	Track Foreman	Oakland
T. J. Forestal	Clerk	Oakland
M. W. Thatcher, Jr.	Locomotive Engineer	Oakland
M. R. Mercer	Carman	Stockton
J. J. Franco	Laborer	Stockton
S. E. McVean, Jr.	Manager-Car Utilization	San Francisco
G. R. Cadena	Laborer	Stockton
R. S. Hudson	TCS Maintainer	Radum
L. A. Martin	Brakeman	Sacramento
J. A. Rutledge	Machinist	Oakland
L. W. Falkenstein	Locomotive Engineer	Sacramento
G. L. Dudley	Sacramento Northern Ry. Brakeman	Sacramento
C. K. Driver	Clerk	San Francisco
R. R. Roehm	Locomotive Engineer	Portola
D. D. Bradford	Dispatcher	Sacramento
P. L. Marquis	Secretary	San Francisco
H. M. Schimpfhauser	Secretary	San Francisco
R. L. Higley	Brakeman	Elko
Z. Sung	Accountant	San Francisco
J. Perales	Clerk	Oakland
R. G. Sturm	Telegrapher	Oroville
G. U. Frost	Clerk	Sacramento
J. E. Freeman	Brakeman	Stockton
A. G. Davis	Laborer	Oroville
E. J. Desimone	Carman	Oakland
S. S. Pena	Laborer	Oroville
J. J. Phillips	Signalman	Winnemucca
R. A. Carriere	Carman	Milpitas
A. Mariucci	Carman	Oakland
J. S. Medina	Brakeman	Oakland
A. A. Gomez	Machine Operator	Elko
V. Dorkin	Accountant	San Francisco
F. J. Rapp	Locomotive Engineer	Oakland
O. Rode	Carman	Sacramento
S. C. Navarro	Clerk	Milpitas
J. R. Garcia	Laborer	Western Division
M. B. Teissler	Brakeman	Oakland
W. E. Simmons	Clerk	Portola
N. M. Glenn	Brakeman	Stockton
J. J. Mariante	Boilermaker Helper	Stockton
W. R. Miller	Clerk	Sacramento
S. J. Sterni	Clerk	Stockton
D. J. Stanley	Clerk	Stockton
T. G. Giovannoni	Clerk	San Francisco
S. J. Randall	Gang Foreman	Keddie
V. D. Parker	Machinist	Stockton
R. D. Kirkham	Carman	Elko
M. D. Long	Carman	Stockton
V. M. Boner	Brakeman	Elko
H. W. Powell	Foreman	Stockton
R. Borkowski	Clerk	San Francisco
D. R. Tribble	TCS Maintainer	Stockton
E. H. Heine	Clerk	San Francisco
E. C. Johnson	Signalman	Tobin
R. D. Rapp	Carman	Sacramento
S. E. Humphreys	Locomotive Engineer	Stockton



Service Awards

January-March 1978

40-YEAR AWARDS

A. C. Evans	Trainmaster	Salt Lake City
B. L. McNeil, Jr.	Engineer, Signals & Comm.	San Francisco
W. L. Stephenson	System Wire Chief	San Francisco
F. Buckholtz	Track Maintainer	Keddie

35-YEAR AWARDS

E. R. Borg	Section Stockman	Sacramento
P. E. Andersen	Clerk	Elko
J. F. McNabb	Conductor	Stockton
B. F. King	Locomotive Engineer	Elko
E. B. Thompson	Wire Chief	Elko
A. R. Troy	Assistant Chief Car Service Clerk	San Francisco
O. R. Cagna	Clerk	San Francisco
T. F. Nally	Clerk	Portola
D. M. Mastin	Yard Brakeman	Elko
J. E. Fisher	Locomotive Engineer	Portola
R. M. Connolly	Manager, Intermodal Customer Svcs.	San Francisco
G. C. Pohndorf	Buyer	San Francisco
R. C. Lemon	Locomotive Engineer	Oakland
J. H. Kelly	Carman	Elko

30-YEAR AWARDS

W. E. McCain	Carman	Oakland
D. J. Bruce	Frt. Claim Investigator	San Francisco
L. H. Flinders	Tidewater Southern Section Foreman	Modesto
R. F. Hobbs	Division Engineer	Keddie
J. E. Baker	Intermodal Equipment Manager (WPT)	Oakland
J. M. Ferrol	Manager-Finance Planning & Analysis	San Francisco
F. F. Zraggen, Jr.	Clerk	San Francisco
T. T. Keys	Stationery Engineer	Sacramento
D. J. Browne	Assistant to Manager, Revenue Accounting	San Francisco
J. D. Cabrera	Electrician	Sacramento
J. C. Miller	Engineer Administration	San Francisco
F. L. Sweeney, Jr.	Service Representative	Chicago
W. G. Wyman	Roadhouse Clerk	Stockton
B. G. Morrison	Storekeeper	Sacramento
S. D. Marez	Section Foreman	Western Division
L. J. Godwin	Chief Clerk	Fremont
J. T. Hernandez	Carman	Stockton
E. V. McCorkle	Machinist	Stockton
J. Thompson	Laborer	Western Division
E. L. Tibbetts	Carman	Sacramento
H. L. Gonsalves	Carman	Sacramento
R. S. Thomson	Agent	Modesto
N. M. O'Neil	Interline Clerk	San Francisco

MILEPOSTS

25-YEAR AWARDS

L. N. Kaminsky	Sales Manager	Pittsburgh
M. G. Kacer	Clerk	Western Division
V. Spomer	Carman	Sacramento
M. W. Womack	Machinist	Stockton
R. W. Smith	Switchman	Stockton
N. King	Manager, Payroll Accounting	San Francisco
W. M. Reid	Chief Clerk	San Francisco
D. A. Lovdal, Jr.	Brakeman/Conductor	Western Division
W. L. LeBeouf, Jr.	Clerk	Stockton
R. P. Johnson	Roadway Clerk	Elko
G. W. Churchill	Clerk	Stockton
M. Marquez	Assistant Foreman	Western Division
W. B. Wilkerson	Switchman	Stockton
N. J. Crusos	Brakeman	Stockton
L. E. Lelevich	Engineer Planning & Design	San Francisco
A. C. Tibbedeaux	Boilermaker Helper	Stockton
K. J. Tinker	General Manager, C.C.T. Co.	Stockton
V. S. Doyle	Clerk	San Francisco
K. S. Hamrick, Jr.	Carman	Yuba City
R. W. Bridges	Labor Relations Officer	San Francisco
I. Moreno	Mechanical Laborer	Sacramento
E. G. Razo	Chief Investigator	San Francisco
W. J. Wilkinson	Electrician	Sacramento
R. C. Morton	Brakeman	Winnemucca
J. M. Vetter	Conductor	Winnemucca

20-YEAR AWARDS

B. Fiant	Locomotive Engineer	Portola
D. O. Schroen	Sales Manager	New York
P. Mancias	Machine Operator	Western Division
J. Martinez	Machinist	Oakland
F. A. Molina	Track Foreman	Eastern Division
H. E. Sallee	Manager-Service & Equipment	Chicago
S. A. Thomas	Conductor	Western Division
J. R. Fierros	Track Laborer	Western Division

15-YEAR AWARDS

M. Gonzales	Machine Operator	Western Division
O. Prien	Personel Record Clerk	San Francisco
L. Rojas	Track Laborer	Western Division
P. W. Euler, Jr.	Carman	Milpitas
S. C. Fernandez	Track Laborer	Fremont
M. H. Maciel	Clerk	San Francisco
J. C. Martinez	Laborer	Western Division
H. G. Rohde	Machinist	Sacramento
J. E. Johnston	Locomotive Engineer	Oakland
P. Ricketts	Clerk	Stockton
R. E. Manley	Clerk	Yuba City
J. L. Begay	Section Foreman	Winnemucca
G. L. Potes	Switchman	Oroville
L. W. Swanson	Mechanical Coordinator	Oakland
R. V. Pineda	Track Laborer	Western Division
W. C. Reed	Locomotive Engineer	Portola
L. J. Cardoza	Conductor	Stockton
D. A. Wright	Brakeman	Sacramento

FALL, 1977-8, WINTER

Service Awards—January-June 1978

10-YEAR AWARDS

J. E. Boyd	Signalman	Oroville
J. C. McCall	Dispatcher	Sacramento
N. B. Stephenson	Clerk	Portola
D. M. Swaringen	Carman	Sacramento
J. M. Texeira	Machinist	Stockton
D. E. Butler	Carman	Oroville
R. F. Glaser	Clerk	Stockton
G. J. Concannon	Oiler	Oakland
J. D. Maclaren	Switchman	Oakland
B. J. Smalley	Clerk	Fremont
L. K. Dugger	Locomotive Engineer	Stockton
R. B. Flojo	Car Foreman	Sacramento
T. G. Hiatt	Locomotive Engineer	Portola
R. J. Rohrscheib	Clerk	San Francisco
N. W. Lambert	Bridge Foreman	Keddie
R. E. Harrington	Clerk	Stockton
G. D. Patch	Signalman	Hayward
E. V. Brown	Machinist	Stockton
T. C. Anderson	Brakeman	Portola
T. S. Cartwright	Locomotive Engineer	Portola
C. E. Douthit, Jr.	Conductor	Stockton
R. M. Morgan	Carman	Sacramento
J. H. Smith, Jr.	Boilermaker	Stockton
R. M. Frick	Brakeman/Conductor	Western Division
B. A. Norton	Clerk	San Francisco
V. M. Leishman	Carman	Oroville
N. Manjeot	Carpenter	Sacramento
R. G. Hubbell	Brakeman	Keddie
L. E. Aiello	Locomotive Engineer	Salt Lake City
T. P. McCarthy	Sacramento Northern Locomotive Eng.	Sacramento
A. R. Marti	Keypunch Operator	San Francisco
P. E. Kaithoff	Assistant Trainmaster/Agent	Portola
H. C. Briggs	Locomotive Engineer	Oakland
J. W. Hendrix	Locomotive Engineer	Stockton
C. J. Turner	Locomotive Engineer	Sacramento
T. E. Daniels	Conductor	Stockton
C. P. Gloria	Tidewater Southern Track Laborer	Modesto
W. Lee	Oper. Administration Analyst	San Francisco
D. W. Parnell	BB & Track Inspector	Keddie
W. R. Conolly	Crane Operator	Western Division
W. D. Weaver	Conductor	Portola
L. M. Agee	Track Foreman	Portola
G. Wigley, Jr.	Dispatcher	Sacramento
J. T. Kelly	Yardmaster	Sacramento
M. S. Chapa	Tidewater Southern Machine Operator	Modesto
R. D. Bennett, Jr.	Investigator	San Francisco
M. F. Forst	Clerk	San Francisco
J. D. Naungayan	Unit Welder	Elko
W. G. Rapp	Carman	Sacramento
T. R. Biggs	Brakeman	Portola
A. G. Ellis	Switchman	Western Division
T. R. Langston	Switchman	Western Division
D. P. Mayle	Ditcher Operator	Elko
R. Atkinson	TCS Maintainer	Keddie
A. R. Robnett	Track Foreman	Portola
L. G. Edland	Sacramento Northern Yardmaster	Sacramento
R. J. Banthral	Machinist	Oakland
R. H. Gonzalez	Machine Operator	Western Division
R. M. Roberts	Switchman	Oakland
B. Wheeler	M/W Equip., Welder	Keddie
M. E. Shipman	Conductor	Stockton

WP safety program

Safety minded switch crew – Stockton yard



Engineer
W. L. Fisher



Conductor
D. C. Smith

Yard conductor D. C. Smith, 36 years; Switchman R. C. Shoemake, 16 years; and locomotive engineer W. L. Fisher, 36 years: TOTAL 88 years of service with Western Pacific without a lost time injury.



Switchman
R. C. Shoemake

This is another in a continuing series of 'personalized' safety posters distributed system wide featuring Western Pacific employees with excellent safety records, photographed at their jobs. Jim Brown, director of rules and safety developed this program to demonstrate a SAFE way to perform our work and enjoy NO 'lost time' injuries. The posters are displayed at many on line terminals to remind all of us to always THINK ABOUT SAFETY.



Shown presenting retired WP employee Dan Irwin with a Certificate of Appreciation for 42 years of service to the WP is R. E. Artusy. Seated at the head table at the retirement dinner

held in Dan Irwin's honor are (l. to r.), Leo F. Battaglia, Bill Tussey, Mrs. Battaglia, Edna Tussey, Willie Artusy, Bill McGrath, R. E. Artusy, "Dan," and his wife, Anne Irwin.

They Have Retired

Dan Irwin

On July 29, Dan Irwin, Manager, Freight Claims, retired after 41 years of service. Born in Fresno, CA., Dan began his career with WP as a track laborer in 1935. In 1936 he served as a roadmaster's clerk and crew caller at Portola. He was promoted to Car Clerk, Freight Station, San Francisco, in 1939, then moved to Sacramento where he served from 1940 until 1964 as T&E Timekeeper and Chief Clerk at Sacramento. In 1964 he was appointed Assistant Manager, Labor Relations in San Francisco and in 1966 was appointed

Manager, Freight Claims, a post he held for eleven years until his recent retirement.

In 1973 Dan was chairman of the Pacific Coast Claim Conference. Among the 250 employees and friends present at the banquet in his honor on July 30th were his father, Daniel A. Irwin, also a retired WP employee of many years, his wife, Ann, their daughter, Cheryl Wayne Irwin, and son Terry. Dan and Ann make their home at 1090 Drake Court, San Carlos, Calif.

MILEPOSTS



Pictured is the Dan Irwin party at Sabella's Restaurant on Fisherman's Wharf in San Francisco during a dinner held in honor of Dan Irwin's retirement after 42 years of service to the WP. From left to right are, Yvonne Levy

(sister-in-law), Dan Irwin Sr. (his father, also a retired WP employee), Anne Irwin (his wife), "Dan," Cheryl Irwin (daughter), Fred Levy (brother-in-law), Donna Brown, Barney Irwin (brother), in front, Terry Irwin (his son).



This is a picture made up of the parts of an old railroad watch, assembled by "Girard" of Oakland, and presented to retired Manager Freight Claims Dan Irwin by his wife Annie. Dan retired in July of 1977 after 42 years of service to the WP.

Many WP retirees were among the some 250 persons in attendance at the retirement dinner held in Dan Irwin's honor on July 29, 1977 at Sabella's Restaurant on Fisherman's Wharf in San Francisco.

FALL, 1977-8, WINTER

They Have Retired



The executive office staff stop for photo in front of the general office on the occasion of John Rossi's retirement after 40 years with WP. They are (l. to r.) Bob Golden, "John," and Bob Shore.

John R. Rossi

Congratulations go to John R. Rossi upon completing 40 years of service with WP. John recently retired as Office Manager in San Francisco.

John joined the WP in January of 1937, serving as steno clerk, general clerk, Secretary to the Assistant Superintendent, Secretary to the Division Superintendent, Secretary to the Vice President and General Manager, and Secretary to the President.

A lunch was hosted by the Executive Department in his honor. MILEPOSTS extends best wishes for a happy retirement.



Executive department office manager John R. Rossi (center) receives his Certificate of Appreciation with congratulations from President R. G. Flannery and best wishes from Vice President-Administration F. A. Tegeler.



Members of the executive office attended a lunch honoring John Rossi on his retirement as office manager. Attending the lunch were (l. to r.) Bill Tussay, "John," Bob Shore, Bob Golden and F. A. Tegeler.



A decorated cake to honor the retiring George McDearmid.

George McDearmid

Best wishes for a happy retirement go to George McDearmid, who recently completed 40 years of service with the WP. George retired as Manager-Commerce, Divisions, and Acc. Services.

George joined the WP in August of 1937 as a clerk. He served as Head Clerk-Divisions, Rate Analyst, Assistant Freight Pricing Manager, and Assistant Manager-Pricing Services.

His fellow employees held a coffee and cake reception as well as a dinner in his honor, attended by his wife.



George McDearmid shows off his new golf cap to his friends at his retirement reception in the Marketing department. We understand he has put the golf cap to good use lately.



George McDearmid (right center), Manager-Commerce, Divisions, and Accessorial Services receives a Certificate of Appreciation and best wishes for a happy retirement from R. G. Meldahl, Vice-President Marketing (left center), T. C. Olson (left), and J. M. Ostrow (right) at San Francisco.

Many friends and co-workers came to the cake and coffee reception (at San Francisco) to wish retiring Manager-Commerce, Divisions, and Accessorial Services George McDearmid and his lovely wife (center) a happy and long retirement.





Pictured at the coffee and cake reception held in honor of her retirement after 35 years of service to WP are retired clerk Cherry Goodrich, her friends and co-workers. Shown are (l. to r.), Marge Bischoff, Zadie Sung, Mary

Stroube, Joe Lau, George Sirl, Mildred Cox, Barbara Dunn, Trudy Wiley, John Etchebhere, Robert Westcott, Pat Montana, Terry Frost, Donna Fleet, Grant Smith, Lee McLaughlin, Dorothy Murphy, and Marie Bowers.

They Have Retired

Deward C. Anderson, conductor, Salt Lake City, 40 years, 9 months.

William P. Avery, switchman, 35 years, 2 months.

T. T. Bamford, blacksmith and welder, Sacramento, 35 years, 7 months.

Jefferson Loyd Bigson, carman, 31 years, 10 months.

John Chapman, clerk, 36 years.

Lois Blanch Chase, 34 years 3 months.

Carl E. Cook, carman, Sacramento, 30 years, 9 months.

Oscar S. Correa, chief clerk, 29 years, 6 months.

Claude A. Crain, section stockman, Oroville, 31 years

Victor B. Dods, conductor, Portola, 40 years, 9 months.

Robert L. Encer, brakeman, Portola, 22 years.

Dooley J. Fee, yard conductor, San Francisco, 40 years, 7 months.

Harold W. Fife, 35 years.

Luther R. Fitch, 21 years, 9 months.

Herman J. Frelow, laborer, 23 years, 9 months.

Eileen E. Frost, steno, mail clerk, Sacramento, 33 years, 1 month.

J. M. Fulk, engineer, Portola, 40 years, 3 months.

Jefferson Loyd Gibson, carman, 31 years, 9 months.

William D. Gladney, clerk, 35 years, 11 months.

Cherry H. Goodrich, clerk, San Francisco, 35 years.

Sam Rueben Heath, conductor, Oroville, 37 years, 9 months.

William Gordon Herschler, 21 years, 3 months.

James Eldon Hightower, 29 years, 7 months.

Morgan O. Howell, brakeman/conductor, Elko, 46 years, 6 months.

Don V. Housen, engineer, 33 years, 2 months.

P. H. Houston, hostler helper, 31 years, 10 months.

Daniel J. Irwin, manager, freight claims, San Francisco, 40 years, 11 months.

Raleigh Martin Judd, engineer, Elko, 42 years, 6 months.

John Kaffun, sales representative, Oakland, 30 years, 1 month.

Della C. Kessler, clerk, 30 years, 4 months.

Elwood T. Knarr, section stockman, Stockton, 29 years, 11 months.

Roy F. Koellman, B&B helper, 28 years, 8 months.

Monte J. Latino, painter, 32 years.

Alvin O. Lynch, signal maintenance foreman, Gerlach, 25 years, 5 months.

Charles F. Malis, 32 years, 7 months.

Jesse L. Mason, 32 years.

Garrett W. Maybury, switchman, 35 years, 2 months.

Lorene B. McCargar, 13 years, 6 months.

George McDermid, manager-commerce, Divisions, San Francisco, 40 years, 1 month.

John R. Meinig, 36 years, 1 month.

H. V. Meyer, painter, Sacramento, 36 years, 6 months.

Ralph Petersen, fireman-engineer, 40 years, 10 months.

N. L. Pilatti, locomotive engineer, 33 years, 5 months.

Caros Prieto, section stockman, Oroville, 30 years, 7 months.

Acel Loran Quigley, 43 years, 3 months.

Charles F. Reed, brakeman, 31 years, 5 months.

Floyd Edward Robinson, blacksmith, 22 years, 3 months.

John Robert Rossi, office manager, San Francisco, 40 years, 9 months.

Harvey E. Saxton, locomotive engineer, 37 years, 9 months.

Vance N. Shipton, 35 years, 6 months.

Virgil H. Simpson, conductor, Portola, 36 years, 7 months.

Howard Sherman Snyder, 22 years, 1 month.

Robert Lee Spencer, 22 years.

Arthur Joseph Stout, shop superintendent, 36 years, 6 months.

Earl Albert Thompson, 41 years, 6 months.

Raymond W. Tidd, conductor, 35 years, 6 months.

Albert James Toomey, 43 years, 3 months.

Joseph J. Weber, 28 years, 4 months.

James A. Wilson, machinist, 11 years, 2 months.

Raymond V. Wright, conductor, 35 years, 4 months.



**"Summer - 1909"
Photo Album #11**

The improved Harris "Track-Layer" putting down track near Hartwell, (now Quincy Junction) California, in late summer of the year

1909. It would be only a matter of weeks until this track gang would join rails with the Western Pacific track gang building eastward from Oroville in the Feather River Canyon. On November 1, 1909 the driving of the last spike on the WP was pounded in the last timber on the Spanish Creek Bridge (now called

"Keddie Wye" Bridge) at the hands of Track Foreman Leonardo Tomasso. 1978 is Western Pacific's 75th year and future issues of **Mileposts** will feature the history of the WP from 1903 through 1978, including many "new" historic photographs. Happy 75 candles Western Pacific.
Paul Gordenev, Editor



Caboosing

NEW YORK CITY
Bill Gurgurich



Receiving his "30 Year" diamond studded tie clasp from Don Schroen (right) is retiring Service Representative Jack Edwards.

JACK EDWARDS, Service Representative, retired August 31, 1977, with 32 years of service with the WP. A dinner was held in his honor at "The Manor" restaurant, West Orange, N. J., August 31st, at which time he was presented a "30 Year" diamond studded tie clasp, from the Western Pacific. He and his wife, Felicia, were also given a Seth Thomas mantle clock by his co-workers, past and present. To Jack and Felicia, we wish the best of good health for the coming years.



Retiring Service Representative Jack Edwards and his wife Felicia are shown with the clock they were presented upon Jack's retirement after thirty years of service with the WP.

A hearty welcome is extended to KENNETH L. JACKSON and HARVEY E. EZEKIEL. Ken joined the WP on September 12th as Sales Representative with both sales and operating experience with several Eastern railroads. He, his wife Aileen and son Robert live in Albany, New York, from where he will cover sales calls in eastern New York state and the New England states.

Harvey joined the WP on September 19th as Service Representative with a varied background in industrial traffic management. He, his wife Marlene and two daughters Karyn and Candys live in Riverdale, New York.

SALT LAKE CITY

Carol Suchan

Congratulations are extended to Sales Representative JACK McDONALD and family on the arrival of a daughter, Jennifer, October 11, 1977. She joins another sister.

Also congratulations to welder KEN RAGSDALE on the arrival of a daughter.

Sympathy is extended to Conductor J. T. McLAUGHLIN whose wife Joan died November 15, 1977 at Salt Lake. Our sympathy also goes to Burmester Carman ART BOWERS whose mother died November 22, 1977.

Retired lineman THOMAS M. SHEA, age 72, died November 19, 1977 in a Salt Lake Hospital.

WILLIAM JAMES EDWARDS, age 75, died January 1, 1978 at Salt Lake. Mr. Edwards worked as a yardmaster at Wendover for many years.

Retired Engineer FRANK SMITH died October 12, 1977 at Salt Lake.

Retired Chief Clerk HARVEY L. NAYLOR, age 70, died November 12, 1977 at his home in Grantsville. Harvey worked for many years at Warner, Utah, and when that agency was closed worked at Burmester.

ELKO

Henry Wallock

Congratulations go to HAROLD M. BARRY, a retired carman welder with WP who, on June 18, 1977 caught a 30-pound Mackinow Trout on Donner Lake. It was Harold's first try for Mackinow or Lake Trout, and his only strike of the day. Harold was fishing with his son Danny. The two were in the middle of the lake when the huge fish struck and Harold, an experienced fisherman, reeled him in. The fish was 44 inches long and had a 26 inch girth. Its 30-pounds were just eight pounds short of the lake record, but stand as the record for the year at Donner Lake.



Retired Carman Welder Harold M. Barry is shown with the 30 lb. Mackinow Trout he caught on his first try for Mackinow or lake trout on Donner Lake.

record, but stand as the record for the year at Donner Lake.

"I've hooked two that just took off. I couldn't hold them. But I had lighter gear. So I got some heavier gear. This time we held him," said Harold. "I hope to try in the near future once again." Harold retired from WP in September, 1973 as a carman-welder out of Elko.

He sent a picture and letter to MILEPOSTS, and wrote, "I hope all my friends on WP Railroad will enjoy the picture, as I love you all."

RICHARD K. HARRISON, Engineer, Winnemucca, was presented with a safety jacket. Richard has never had an injury in his 35 years of employment with the WP.

Congratulations go to both men for their outstanding records.



Pictured is Engineer Richard K. Harrison being presented a safety jacket by Superintendent J. C. Lusar.

Retired conductor M. O. HOWELL received a "Certificate of Appreciation" and a safety jacket for his forty years of distinguished service to Western Pacific. During that time he never had a personal injury on the railroad. Morgan had a seniority date of 5/9/1936 as brakeman, and had prior service as a crew caller.



Retired Conductor M. O. Howell received a safety jacket, here presented by Theda Mueller, at Elko.

The End of an Era 1921-1977

MORGAN O. HOWELL, SR., and Emma Mason were married in Pueblo, Colorado, in 1904. Eight children were born to this union. Mr. Howell was employed by the Denver and Rio Grande Railroad, as a boilermaker, for about fifteen years. The family moved to Elko, Nevada, in 1921 where Mr. Howell accepted a position with the Western Pacific Railroad. Their children were all—at one time—associated with the Western Pacific. The following information, of the children, is in chronological order of their birth.

WILLIAM G. HOWELL was employed as a call boy in 1923 and was subsequently employed as a brakeman in February 1924. He was promoted to conductor in 1926, and promoted to Yardmaster and Trainmaster at Portola and was later transferred to Stockton as Trainmaster. His last position was Assistant Superintendent in Elko. Bill died in 1966 and his wife, Blanche, died in 1977.

GLENOR F. HOWELL was employed as a call boy in 1923 and was employed as brakeman in 1925. Glenor lost his life in a locomotive explosion at Silver Zone, Nevada, in 1936. He was swing brakeman on an east-bound train, working with Conductor BLACK and Rear Brakeman DOCKENDORF. Special Agent CHERRY was also riding in the caboose at the time. A helper engine was coupled behind the caboose and the boiler failed sending the front of the helper locomotive through the caboose, killing Mr. Black, Mr. Dockendorf, and Mr. Howell. Mr. Cherry escaped with his life.

FRANK E. HOWELL was employed as a call boy in 1927. He was also

Many happy returns to the Howell families and special congratulations and best wishes go to Emma Mason Howell Harbin who celebrated her 90th birthday on February 8, 1978 at Elko. Pictured above are (left to right) Ernie Howell (retired in 1971 as Conductor) Morgan O. Howell, Jr. (retired in 1977 as Conductor), Emma Mason Howell Harbin (their mother) and Frank "Boots," Howell (retired in 1972 as Conductor).



employed as a brakeman in 1928, promoted to conductor in 1936 and retired in 1972. "Boots" as he is best known, lives with his wife, Margie, in Elko.

Edith Howell Murphy is the wife of THOMAS E. MURPHY, retired Western Pacific conductor. He was employed as brakeman in 1936, promoted to conductor in 1943 and retired in 1972. Tommy and Edith live in Elko.

MORGAN O. HOWELL, JR., was first employed in 1930 as a call boy. He worked in the shops between 1932 and 1936. In 1936, he was employed as a brakeman. He was promoted to conductor in 1942. Morgan retired in 1977. M. O. and his wife, Ruth, live in Elko.

Walter R. Howell completed his student trips as a brakeman, but did not pursue the occupation further. He retired after working for thirty years in government service. He and his wife, Billie, daughter of former Western Pacific Agent, RALPH McELROY, live in Castro Valley, Calif.

Jennie Howell Fox Young is the former wife of retired conductor, GLENN F. FOX

ERNEST P. HOWELL was employed by the Western Pacific in 1937 in

Elko Shops. He established a date as brakeman in 1947, was promoted to conductor in 1957 and retired in 1971. He and his wife, IRENE, a former Western Pacific telegrapher, live in Elko.

M. O. Howell, Sr., died in 1949. Emma Mason Howell Harbin is a fifty year member of the Baptist Church and the Order of Eastern Star. She celebrated her 90th birthday February 8, 1978.

It is ironic that there are no descendants of the Howells presently employed by the Western Pacific Railroad Company.

The above article on the Howells was researched and written by Conductor L. E. THOMAS. Incidentally, Ed Thomas has been employed by the Western Pacific for forty years and lives with his wife, Erva Lou, in Elko. Erva Lou also comes from a railroad family as her father W. W. THRAILKILL was hired in 1916 and retired as conductor in 1950. Her brother W. H. THRAILKILL is presently working as a conductor between Portola, California and Winnemucca, Nevada.

Ed spent a lot of time interviewing the Howell family.

THEDA MUELLER, Elko, Ne.



Congratulations go to retiring Conductor M. O. Howell, who is shown here receiving a "Certificate of Appreciation" and congratulations from Superintendent J. C. Lusar, at Elko.

PORTOLA

Karen Thomas, Jane McCormick

Congratulations are in order for several employees who have recently retired. A belated congratulations to Engr. D. V. HOUSEN upon his retirement taken last spring. Mr. Housen completed 34 years in engine service for Western Pacific.

A retirement party, held at The Log Cabin Restaurant in Portola, culminated Clerk V. N. (VANCE) SHIPTON'S 35 plus years of service at Portola. After a delicious dinner, Vance was presented with a plaque by BILL MILLER, General Chairman of the BRAC, and also a generous monetary gift from his many friends and co-workers. Pictured below is Vance with his wife Audrey and daughter Judy. All agreed it was a most enjoyable and memorable event.



These are the clerks at Portola, standing in front of the crew board on Clerk Vance Shipton's last day of work. Pictured are (left to right), first row, Beth Cindric, Marion Crum-packer, and Vance Shipton; second row, Norm Stephenson, "Red" Nally, Clay Dunn, and Bill Simmons.



Retiring Clerk Vance Shipton cuts a cake presented during his last shift in Portola. Carman L. Largent is in the background.

Engr. J. M. FULK wound up his railroading career Sept. 15, 1977. "Arkie," as his friends call him, began with WP as a fireman in 1937 and was promoted to Engineer in '43, giving him a total of 40 years of service.

Brkm./Condr. R. L. SPENCER retired October 15, 1977 with 22 years in train service. Pictured below is Bob on his last tour of duty as he departs Caboose 474.



This picture was taken on Conductor R. L. Spencer's last run in October, 1977.

Proud new parents are Mr. and Mrs. S. G. OELS who welcomed their first born, a son named Kenneth Jeffrey, on November 14, 1977. Kenneth, who weighed 7 lbs. 2 oz., is the grandson to Engr. and Mrs. G. A. OELS of Portola, and Norman Beever of Loyalton. VIOLA OELS, whose late husband CYRUS OELS was retired station agent at Greenville, is great grandmother.

Engr. and Mrs. S. L. BROWN also have a new addition to their family, a son named Ryan. Ryan was born on November 21st and weighed 8 lbs. 7 oz.

FALL, 1977-8, WINTER

Engr. H. S. SNYDER, of Keddie, has also just taken his much deserved retirement. Although Howard served most of his years out of the Keddie terminal working the hi-line, he is well known throughout the system.



Among those attending the retirement party for Engineer H. S. Snyder in Greenville were (left to right), Bud Dellinger, Mrs. Dellinger, Mrs. Snyder, Howard Snyder, and Mrs. Dee Patterson, G. I. Patterson's wife.

A retirement party, held December 8th in Greenville, honored his 22 years with Western Pacific.

A picture postcard received recently at the Portola Depot from Claim Agent LOY HIBBS caused much envy on the part of his fellow workers. Loy and his wife, Phyllis, vacationed in Hawaii during December. What a time to be in Hawaii, it was 10° that week in Portola!

Brakeman LARRY LABARGE and his wife Bonnie became the new parents of a baby girl, Laurie Michele. She was named after Larry, reported Mrs. LaBarge. Laurie, who weighed in at 7 lbs and was 20" long, was born at Eastern Plumas District Hospital in Portola and joins a brother Greg and a sister Juliette.



Pictured at the marriage of Leah Tapp and Dan West at Portola are (left to right), Engineer and Mrs. Douglas Tapp, the bride's parents, the new Mr. and Mrs. Dan West, and Mr. and Mrs. Harvey West, the groom's parents.

An afternoon ceremony at the Portola Methodist Church was the setting for the marriage of Leah Tapp of Portola and Dan West of Graeagle. The bride is the daughter of Engineer and Mrs. DOUGLAS TAPP of Por-

tola, and the groom is the son of Mr. and Mrs. Harvey West, Jr. of Graeagle. Congratulations go to the new Mr. and Mrs. Dan West, who are making their home in Graeagle.



In this picture taken by Operator R. M. McCormick, Portola, is shown the Portola Yard, used in the set for part of the new movie, "Lassie, My Lassie."



Rudd Weatherwax, left, Lassie's trainer and owner, and Don Chaffe, the director of "Lassie, My Lassie" are shown at the Portola Yard.

MILEPOSTS



Kira Ruyle, daughter of Pam and Dale Ruyle, granddaughter of Clerk and Mrs. T. F. (Red) Nally of Portola and Engineer Harold Ruyle of Oroville, gets a kiss from Lassie.

On November 3, 1977, Portola Yard became Wendover, Utah for scenes taken for "Lassie, My Lassie," a full length movie due to be released this spring. Also starring with Lassie are James Stewart, Mickey Rooney, Alice Faye and 12-year-old Michael Sharr who were not present in the scenes taken at Portola. Several others, however, posed to have their picture taken with the famed Lassie. After

finishing the scenes at Portola, the movie crew traveled to Keddie and Crescent Mills where Lassie, who boarded a boxcar at Portola, decided she was headed in the wrong direction and jumped off the train. Div. Trainmaster BILL GIROUX, who assisted the movie crew during the shootings, said it was a very interesting experience, but he wouldn't want the movie business as a career.



Pictured are Troy Dunn, left, son of Clerk/Telegrapher and Mrs. Clay Dunn, and Jeff Thomas, son of Clerk Karen and Howard Thomas. Lassie is shown in the background. FALL, 1977-8, WINTER



Jeffrey and Jason Thomas (left to right), sons of Clerk Karen and Howard Thomas, pose for a picture with the star of the new movie, "Lassie, My Lassie."



Portola High School Student Body Officers for school year 1977-1978, left to right: Natalie, Popish, Treasurer; Mike Rush, Vice President, son of brakeman and Mrs. C. F. Rush, grandson of Conductor J. L. Rush;

Margaret Giroux, Secretary, daughter of Division Trainmaster and Mrs. W. M. Giroux; and John Steffanic, President, whose brother is Joe Steffanic, Signal Maintainer at Tobin in the Feather River A Canyon.

Three out of the four student body officers for the 1977-1978 school year at Portola Jr.-Sr. High School are related to WP employees. Congratulations go to Mike Rush, Vice President, who is the son of brakeman and Mrs. C. F. RUSH, and the grandson of Conductor JOHN L. RUSH, Margaret Giroux, Secretary, the daughter of Division Trainmaster and Mrs. W. M. GIROUX, and John Steffanic, president, whose brother, JOE STEFFANIC, is Signal Maintainer at Tobin in the Feather River Canyon. All are members of the Senior Class this year with the exception of Margaret, who is a Junior.

Trainman CHRIS SKOW who works and lives in Portola took another trip to South America this past Fall. In 1975 Chris spent three months in Central and South America and he spent two months in South America this last trip. In 1975 he met Engineer BOB LARSON and Trainman BILL MAGAZIN in Brazil and all three Western Pacific men traveled through Brazil together. Bob and Bill were on their way back from a trip to South Africa.

Chris reports he spent time in Colombia, Ecuador, Peru, Bolivia, Brazil, Uruguay, Argentina and Chile on this last trip. Reports Skow, "I really

love to travel through South America because it is nothing like North America. A person who wants to travel through South America must be real adventurous, and that I am."

According to Skow one of the highlights of the trip was a ride on the Peru Central Railroad. This railroad runs between Lima, Peru which is at sea level to Galera which is 15,688 feet high in the Andes, and goes from sea level to 15,688 feet in only 106 miles. The railroad includes 31 stations, 61 bridges, 66 tunnels and 13 V switchbacks right up rock cliffs. The railroad may well be an engineering wonder. Chris said, "A doctor with oxygen was on the train, and as we neared the high mark people were passing out left and right."

In Bolivia Chris ended up on a local mixed train pulled by a big 2-

8-2 steam engine built in 1958. The train topped the Andes at Condor which is 15,708 feet. Also he took a train from Bolivia all the way to the East Coast of Brazil. The 2000-mile-plus trip took several days and went through hundreds of miles of jungle.

In Brazil Skow found a fleet of wood-burning Baldwins built between 1889 and 1894 still working the main line everyday.

Another highlight of the trip was a two day boat trip between Argentina and Chile. The boat crosses several lakes high in the Andes at about the 6000 foot level.

Trainman Skow has now been through 22 countries on his world travels and is now planning another trip later on this year to East Europe.



Trainman Chris Skow rode this Indian "Local" passenger train high into the Andes of Ecuador. Skow reports the engineer let him stand on the tender of this Baldwin steam engine as

they made their way up the 5% grades. Passengers ride almost anyplace including the roof. Yes, the conductor climbs up to the roof and collects tickets.

OROVILLE

A. I. Reichenbach, Jr.

HOPE YOU ALL HAD A WONDERFUL HOLIDAY SEASON.

Well here we go again. Let's start with the birth of Ryan Buren Potes on Sept. 9th, the 8 lb. 4 oz. son of Switchman GARY POTES and wife Nona... Congrats from us all.

On the other side of the ledger is the death of Walter J. McLain, father of General Clerk MARVIN A. McLain and Grandfather of Clerk DAVID A. McLain. We were all so very sorry to hear of this and offered our condolences to the family. Walter was a former Fire Chief of Oroville and was very well known and respected in this area.

PAUL H. HUSTON, Hostler Helper, retired at the end of July and was given a party at the Forebay Picnic Grounds and was presented with a lantern and a tackle box. Paul has since moved to his property in Missouri. Best of luck to Paul.

Here is a photo of 93 years seniority on the WP by two father and son teams. From l. to r., Agent ART REICHENBACH 33 years, son TOM REICHENBACH 9 years; Clerk DAVID McLain with 11 years is the son of General Clerk MARVIN McLain with 40 years. Can anyone on the property TOP that!



Shown at the party for retired Hostler Helper Paul Huston are, left to right, Hostler Helper Don Armitage, Hostler Mike Quinn, Roundhouse Foreman Bill Leary, Retiring Hostler Helper Paul Huston, Yardmaster Leroy Hawthorne, and Machinist L. W. Wright, Jr.



Pictured (from left to right) are Agent Art Reichenbach, 33 years of service, son Tom Reichenbach, 9 years, Clerk David McLain, with 11 years of service, and his father General Clerk Marvin C. McLain, 40 years.



Attending the retirement party for Paul Huston were (left to right) Mike Quinn, George Kinser, Leroy Hawthorne, Bill Leary, Louie Wright, and Otis Nichols. Pictured in front is retired Hostler Helper Paul Huston.

Yardmaster BUDDY BURRIS acquired a new van for his various activities. A real sharp bus, he also used it on his vacation.

General Clerk MARVIN McLain was presented his 40 year pin by Trainmaster R. P. MCCARTHY. Switchman TED KANGAS was presented his 25 year Safety Jacket by T/M R. P. MCCARTHY. Section Foreman JOE PANDO was presented his 15 year Safety Jacket by T/M R. P. MCCARTHY. Section Man ROSARIO P. GUZMAN was presented his 20 year Safety Jacket by Agent REICHENBACH. General Clerk MARVIN McLain was presented his 40 year Safety Jacket by Agent REICHENBACH.



Trainmaster McCarthy presented Marvin McLain with his 40 year service award.



Switchman Ted Kangas received his 25 year safety jacket from Trainmaster R. P. McCarthy.



General Clerk Marvin McLain was presented his 40 year safety jacket and congratulations by Agent A. I. Reichenbach.



Trainmaster R. P. McCarthy presented Section Foreman Joe Pando with his 15 year service award and safety jacket.



Section Man Rosario P. Guzman was presented his 20 year safety jacket by Agent A. I. Reichenbach.

Clerk BOB STURM was presented his 10 year Safety Jacket by Agent REICHENBACH.



Receiving his 10 year safety jacket from Agent A. I. Reichenbach is Clerk Bob Sturm.

Retired Conductor RAY TIDD dropped by on his return trip from Alaska.

Recently retired Conductors are SAM HEATH, RAY WRIGHT, and RAY TIDD. Best of everything to these men.

Retired Conductor ED REEDY recently passed away. Our condolences to his family. Retired Carman GEORGE STREET also recently passed away. We send our sympathy to his family. Retired Switchman EARL BALMER passed away Jan. 24th. We all were very sorry to hear of this.

Divn. Trainmaster BOB SHERWOOD is proud of wife Jane who recently was appointed manager of the local Bell Telephone office. Congratulations.

Richard Monjoet, son of WP employee RICHARD MONJOET, SR. brakeman, Oroville, was one of 15 Oroville boy scouts who traveled across the United States by mobile home to take part in the National Scout Jamboree last summer. The Jamboree was held at Moraine State Park near New Castle, Pennsylvania, and Oroville Troop 330 was sponsored by the Church of the Latter-day Saints. The boys and their scoutmaster, Jerry Cavaness, spent nights at the homes



Richard Manjoet

of local scouts at Butler, Pa., and commuted daily to the Jamboree. There were hikes, skits, crafts, a field trip to New York City, and the excitement of meeting scouts from all over the United States to make it a memorable event.

Their 1976 rented mobile home caused them some trouble during the trip, finally breaking down on their return at Clinton, Oklahoma. This apparent "disaster" turned out to be one of the highlights of the entire journey, when the mayor of Clinton himself took a personal interest in the scouts. He saw to it that they were driven to the local swimming pool, then fed and sheltered by the good citizens of Clinton, who showed true Oklahoma hospitality. The remainder of the trip was made by commercial bus. The scouts returned to Oroville on August 14, 1977, after their three-week-long journey, a little disheveled, minus a few pieces of luggage, but with a wealth of exciting experiences and memories to share.

MILEPOSTS

Last, but not least, Clerk TOM REICHENBACH and wife Jolyn were blessed with a baby girl on Oct. 31, 1977 weighing in at 8 lbs. 8 oz. and named Josonya Lynn. Very proud Grandparents are Agent and Martha Reichenbach.

Just a note on our Lake... During the recent rains the lake rose over 100 feet. All the boat launching ramps are in service and we expect the lake to fill before summer. After our recent drought it is great to see water again.

Regards from Oroville... 'Art'

SACRAMENTO SHOPS

Herman F. Schultz



Shop Superintendent Roger Price extends congratulations to Laborer T. T. Keys on receiving a safety jacket for 30 years of service without a reportable injury.

Good luck, good health and a long retirement to Superintendent of Shops A. J. STOUT who left with 37 years of railroad service. The same to Carman J. L. "ARKIE" GIBSON with 32 years of service and Carman A. J. TOOMEY with 42 years.

Late fall vacations took Car Foreman G. C. SPENCER and wife Patricia

to Norway, Sweden, Denmark, Finland, Latvia and Russia; and this reporter and wife Marcella to England, West and East Berlin, Russia, Finland, Denmark and Sweden.

Our sympathy to Store Helper E. BORG on the loss of his wife, Kathleen, and to the family of retired Engine Watchman BILL PARKER.

Welcome and congratulations to R. T. PRICE on his appointment as replacement for A. J. STOUT as Shop Superintendent here at Sacramento.

Congratulations also to Diesel Foreman "Grandpa" MICKEY PANTALONE and "Grandma" Lila on the birth of their 9½ pound grandson.

WP Sacramento Employees Federal Credit Union was honored by the Credit Union National Association, Inc. in January on the occasion of its 25th Anniversary. In a message to the Credit Union's Board of Directors CUNA President Herb Wegner said, "You should take great pride in your accomplishments in helping people help themselves and influencing their economic destiny. These accomplishments have been evidenced by the alleviation of financial worries, the improvement of living standards and bringing education within the reach of many." Wegner's message was read to the Credit Union's Board of Directors at a celebration honoring the Credit Union's milestone January 19 at the Credit Union office. The Credit Union was chartered in 1953 to serve the employees and their families of the Western Pacific, Sacramento Northern and Tidewater Southern Railroads. "We now serve 1,007 members and our total assets have grown from \$391.50 in 1953 to \$1,103,720.54 in 1978, said Credit Union Manager LINELL M. SIGOUIN.

SACRAMENTO "UPTOWN" LOWDOWN
Gerry Cochreham



On May 31st, 1977, Clerk Eileen Frost retired at Sacramento. Here Transportation Superintendent Dick Meyer presents Eileen with a Certificate of Merit and best wishes in retirement.



Congratulations to Ted C. Hammond, Messenger, who is pictured receiving his 30 year bracelet from Transportation Superintendent Dick Meyer.



Congratulations to Brakeman Otto F. Muenich, here being presented with his 35 year money clip from Sacramento Northern Trainmaster D. S. Black.



Congratulations to Dispatcher Jim Wirick, shown receiving his 15 year service pin from Transportation Superintendent Dick Meyer.

Our Comm. Maintainer HAROLD MUSSER spent 6 weeks starting July 26, 1977 in Europe. Harold and companion rented a car and lived off the local offerings of bread and cheese while visiting Germany, Holland, Denmark, Austria, Switzerland and



"Bob" Hernandez, Superintendent, Lines, presents Dick Call, Division Lineman, with his 25 year money clip.



MILEPOSTS



Pictured is Comm. Maintainer Harold Musser during his recent vacation in Bavaria.

Italy. The advantage, we are told, of eating thusly is that you can lose 10 pounds with pleasure.—Master Mechanic R. L. "BOB" MILLHISER is the proud grandfather (1st time) of a little boy. They say men with moustaches look younger. Is that why you did it, Bob?—Maxine Rumsey, wife of General Comm Supvr., BILL RUMSEY, took first place in another golf tournament. This time it was the Pacific Railway Club's outing at Incline Village. Congrats Maxine.—E. A. "CURLEY" THOMPSON (Retired Supt. of Signals) and Company have relocated their headquarters for the winter from Spring Garden to Freeport. You always claimed you could walk on water Curley, so what's wrong with a little snow?

Further in the saga of "The Travels of Metzdorf." When we last heard (Feb. '78) he was in Nogales, Mexico via Palm Springs, Phoenix and Tucson.—The Train Dispatchers held their annual picnic July 31st at Rancho Cordova Park in Sacto. In attendance were some of the retired Train Dispatchers, GRANT ALLEN, ED HILLIER, GEORGE NAYLOR, LARRY CONTRI, BOB CHAMBERS, JIM CLEVENGER, DEWEY GEIL, DICK PFENNING and GEORGE STRATTON; also in attendance was the current president of the ATDA Barney Hilbert.—Jeff Gonsalves, son of Supt's Secretary ELSIE GONSALVES, won a blue ribbon FALL, 1977-8, WINTER



Retired Chief Dispatchers George Naylor and Ed Hillier, and Retired Transportation Superintendent Larry Conti attended the annual Train Dispatcher's picnic on July 31st at Rancho Cordova Park in Sacramento.



Dispatcher John McCall and his wife Donna are shown at the annual Train Dispatcher's picnic.



Enjoying themselves at lovely Rancho Cordova Park in Sacramento, where the annual Train Dispatcher's picnic was held in July, 1977, are Retired Superintendent of Transportation and Mrs. Grant S. Allen.

at the State Fair for his architectural design of a solar home. He is currently attending Cosumnes River College and has been chosen as Graphic Designer for same.—The old Western Pacific Depot at 19th & J Streets, Sacramento, is now the "Old Spagetti Factory." Good food and lots of neat antiques. Stop by if you are in town.—Helene, daughter of Term Supt. LEIF HYLLEN, was one of only two Freshmen (out of approx. 24 girls) to make the Junior Varsity Girls Basketball Team at Tokay High in Lodi. The team is currently No. 3 in League standings.

STOCKTON
Velma Prentiss



Engineer J. A. Osterdock was presented a 40 year service pin by Road Foreman of Engines J. H. Belmont at Stockton.

Engineer J. A. OSTERDOCK was presented his 40-year service award by Road Foreman of Engines J. H. BELMONT.

Clerks Mrs. SANDRA J. STERNI and Mrs. DOLORES J. STANLEY were presented their 10-year service awards by Agent R. P. PROVENCIO.

Also receiving service awards were Switchman C. L. PHILLIPS a 15-year award, Switchman G. R. BICKNELL a 25-year award, Engineer J. C. CURRIER JR., a 35-year award and Engineer S. E. HUMPHREYS a 10-year award.



Receiving 10 year service pins from Agent R. P. Provencio are (l. to r.) S. J. Sterni and D. J. Stanely.



Clerk D. E. Camp was presented a safety jacket and congratulations from B. G. Sinor.



B. G. Sinor congratulates Clerk P. P. Provencio upon receiving his safety jacket.

Clerk D. E. CAMP was presented his safety jacket by Mr. B. G. Sinor.

Mr. B. G. Sinor also presented Clerk R. P. PROVENCIO with his safety jacket.

Our sympathy to the family of Engineer J. D. BLACKMORE who passed away December 4, 1977. Mr. Blackmore retired September 1964.

Congratulations to Brakeman and Mrs. L. S. COPE on the birth of their first child Stephen Phillip on January 16, 1978. Stephen weighed in at 8 lbs.

Clerk and Mrs. CHRIS COCHRAN are the proud parents of Mathew John born on October 24, 1977, who weighed 8 lb. 11 oz. Mathew joins a brother Michael and a sister Michelle.

Sales Representative and Mrs. PAUL GAGE have added No. 6 to their growing family with the birth of Joseph Samuel on July 17, 1977. He joins brothers Eddie, Billie, David and Michael and a sister Rebecca. Proud grandparents are Chief Clerk and Mrs. BILLIE GAGE.

Car Foreman FRANK MORENO returned to work in January after a lengthy illness. Car Foreman W. L. O'BRIEN transferred to Elko, Nevada.

Switchman JOHN R. MEINIG retired on November 27, 1977, after 36 years service. John entered WP service on October 11, 1941. He said he has a lot of chores to keep him busy during his retirement. We wish he and his wife many happy leisurely years.

Engineer NORMAN L. PILATTI retired November 1, 1977, after 34 years service. He hired out on October 25, 1943. His wife ESTHER for many years was the Secretary and Treasurer of the Stockton Western Pacific Employees Credit Union at FALL, 1977-8, WINTER

Stockton until illness forced her into early retirement. We wish Norman and Esther many happy years.

Star Scout Steven Prentiss, son of Clerk VELMA PRENTISS, attended the National Boy Scout Jamboree at Moraine State Park, Pa., in August 1977, with a Troop of 36 scouts from 49er Council at Stockton, and had as their guests two Scouts from England. There were 28,000 participants in the Jamboree, some from other countries. A four day rain storm curtailed some of the activities, but they also toured New York City, Manhattan Island, historical points in Philadelphia, Virginia and Washington D.C. before arriving at the Jamboree campsite.



Star Scout Steven R. Prentiss is picture outside his home as he prepares to attend the National Boy Scout Jamboree at Moraine State Park, Pa. Steven is the son of Clerk Velma Prentiss.

Recent appointments at Stockton were R. R. CAMPBELL to Terminal Car Supervisor, D. E. HENKE to Terminal Trainmaster, B. G. SINOR to Transportation Supervisor and R. P. PROVENCIO to Agent.

Thanks to Velma Prentiss for subbing for Elaine who was off sick.

OAKLAND
Lou Wheeler



Pictured with retiree Lois C. Chase is Grant S. Nilsson, District Agent, who presented Lois with a service award certificate, and best wishes for a happy retirement.

LOIS C. CHASE, Head Bill Clerk, retired from WP on August 31, 1977. Lois had been with WP since May of 1943. Upon her retirement she received a service award and was presented with a plaque from the BRAC Union.



F. D. (Don) Hillyer, Interchange Yard Clerk, presented Lois C. Chase with a plaque and congratulations from the BRAC Union.

Congratulations go to WILLIE and LEE O'LETTER SWEATT on the arrival of their new baby girl, Rashida Jamila. At birth she weighed 9 lbs. 13½ oz. and was 20½ in. long.



This is little Rashida Jamila O'Letter Sweatt, who was born to Willie and Lee O'Letter Sweatt. Rashida is now 4 mos. 2 wks. old.

Congratulations also go to Engineer GARY and CHERYL MCGEE on the arrival of a bouncing boy named Kelly James. Kelly weighed in at 8 lbs. and was 21" long.

Our condolences to the family and friends of CHARLES W. PATE, who recently passed away. Charles retired as wire chief in 1965 at Sacramento.

A going away party was held for RON AHEARN at the Hilton Inn in Oakland upon his appointment as Director of Labor Relations in San Francisco. The dinner was attended by many of Ron's friends and fellow employees, and switchman AL THEROUX painted a large WP logo for Ron's going away present.



Al Theroux, switchman, stands in front of the sign he painted for Ron Ahearn's going away present.

MILEPOSTS



From left to right are Doug Young, Susan Montalvo, Ken Ottley, Dolores Otteley, Gloria Peterson, Bob Peterson at the 'going away party' held for Ron Ahearn at the Hilton Inn in Oakland.



Attending the 'going away party' for Ron Ahearn were (left to right, Al Theroux, John Lorda, Marilyn Nilsson, Grant Nilsson, Johnnie Holmes, and Ron Ahearn.

Best wishes go to the new Mr. and Mrs. JAN WATHAN, who were married at the Christian Church in Vacaville on November 12. Mrs. Wathan is the former Cyndi Dyanne Triplitt. Jan is a brakeman with the WP at Oakland.

ART and CHERYL RAY, and DOUG and SUSIE YOUNG recently enjoyed a vacation in Hawaii. Both Art and Doug are locomotive engineers with the WP, and Doug's wife, Susie, works as a crew clerk.

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Locomotive Engineer and Mrs. Doug Young are pictured during their recent vacation in Hawaii.



Congratulations to the former Cyndi Dyanne Triplett, and Jan Martin Wathan who were married in Vacaville on November 12th.



Locomotive Engineer Art Ray and his wife, Crew Clerk Cheryl Ray recently joined Doug and Susie Young for a vacation in Hawaii.

SAN FRANCISCO

Editor

Congratulations go to the former ELAINE MARIE MARLBOROUGH and ROBERT C. VALENCIA who were married on September 17 at the Lake Tahoe Wedding Chapel. Bob has been with the WP 17 years, and works in the purchasing department as Superintendent of Stationery and Printing. Elaine has been with the WP 3 years and works as a Clerk in the payroll department. The new Mr. and Mrs. Valencia will be making their home at 33 Eastwood Court in Oakland.



Pictured are Robert C. Valencia and his bride, the former Elaine Marie Marlborough at their wedding in Lake Tahoe.



The Little Miss Brisbane trophy was awarded to Lee Ann Clarke, daughter of locomotive engineer L. T. Clarke on September 24, 1977. Congratulations go to Lee Ann and her proud father.

Charlie Cavis

Congratulations go to Charlie Cavis, a clerk for the WP who recently retired after 32 years of service.

On August 2, 1977, a cake and coffee reception was held in his honor on the third floor of the General Offices. Present were Mrs. Cavis, George Welch, Manager Revenue and Accounting, and union representative Bob Edwards from the Brotherhood of Railway and Airline Clerks. Charlie was presented with a Certificate of Appreciation as well as a plaque from the Brotherhood of Railway and Airline Clerks.

Many co-workers and friends were also on hand to wish Charlie a happy retirement.



Present at a cake and coffee reception honoring retired clerk Charlie Cavis on the third floor at the General Offices are (l. to r.), Diane Korn, Calhoun Phifer, Don Price, George Welch (Manager Revenue and Accounting), Harry Hanen, Bill Johnson, Mrs. Cavis, Wanda Kirvin,

Peter Robins, "Charlie," Barbara Norton, Lee Wakefield, Brotherhood of Railway and Airline Clerks Representative Bob Edwards, Ed Iborg, John Mills, Bernadine Wilkes, and Mike Bapatsicos.



Pictured at a reception held on the third floor at the General Offices in honor of the retirement of janitor John Gates after 36 years of service to the WP are (l. to r.), Bob Hanson, June Fleishman, Lucille Burns, Vinnie Doyle, Chris Jewell, Lillian McDonald, Warren Spen-

cer, "John," Ray Borkowski, union representative Bob Edwards of the Brotherhood of Railway and Airline Clerks, Wanda Kirvin, Maggie Yee, Chris Gnesios, Wylene Darden, and Richard Waara.

John Gates

MILEPOSTS extends best wishes for a happy retirement to John Phillip Gates, who after 36 years of service, retired from the WP. John hired out at the old 8th and Brannon St. Freight Depot, San Francisco. Upon his retirement he was serving as a janitor at the General Offices.

John was presented with a plaque from union representative Bob Edwards of the Brotherhood of Railway and Airline Clerks, as well as a Certificate of Appreciation.

A reception was held in his honor on the third floor at the General Offices, with many friends and co-workers in attendance.



Retiring janitor John Gates receives best wishes for a long and happy retirement from Clerk Walter H. Harper, a friend from the old days at 8th and Brannon, San Francisco.

MILEPOSTS



Presenting retired clerk Cherry Goodrich with a Certificate of Appreciation is Controller Lee McLaughlin. Also pictured are (l. to r.), Cora Penos, Maize Doug, Aida Adriano, Bill Nix, Dorothy Murphy, Mr. Stumbo, Eleanor Madsen,

Ruth Stone, Donna Fleet, G. R. Green, Mase Gordon, Dorothy Owens, Robert Gendron, Lillian McDonald, James Finley, and Pat Montana.

Cherry Goodrich

Congratulations go to clerk Cherry Goodrich who, on October 4th, 1977, retired after 35 years of service to the WP. Cherry received a plaque from the Brotherhood of Railway and Airline Clerks, a Certificate of Apprecia-

tion, and a 40-year service award. She was joined by well-wishers at a fourth floor coffee and cake reception held in her honor. Cherry received many fine gifts as well as best wishes for a happy retirement from her friends and co-workers.

Shown with the awards and presents she received from her many co-workers and well-wishes are retired clerk Cherry Goodrich, and (l. to r.) Robert Westcott, Mary Stroube, Pat Montana, Lillian McDonald, Dorothy Owens, Mildred Naughton, and Donna Fleet.



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John Kaffun

Congratulations and best wishes go to Sales Representative John Kaffun upon his retirement from the WP after 43 years of loyal railroad service. Many friends, co-workers, business

associates, and members of his family attended a grand luncheon in his honor at the Francesco Restaurant in Oakland on Friday, November 18, 1977.



Retiring Sales Representative John Kaffun received some very nice and some rather unusual gifts from W. F. McGrath, Asst. Vice-



President Sales, during the party in "John's" honor in Oakland.



During the November 18th luncheon honoring sales representative John Kaffun's retirement, the Certificate of Appreciation and congratula-

tions were presented to "John" by W. F. McGrath, Asst. Vice-President Sales, and William E. Ginter, Greater Bay Area Sales Manager.



* * *



Shown at the cake and coffee reception held in retiree Dan Irwin's honor at the General Offices on July 29, 1977 are, left corner, union representative Bob Edwards of the Brother-

hood of Railway and Airline Clerks, center, R. E. Artusy, Director of Transportation, and Dan Irwin, surrounded by his many friends and co-workers.

To All my Friends

Please accept my appreciation and sincere thanks for the most generous gift presented to me on my retirement. The retirement dinner on July 29 was just the greatest! I truly was honored in that so many of my friends and business associates were able to attend.

During my time with Western Pa- FALL, 1977-8, WINTER

cific I have met so many wonderful people and I can only say that I enjoyed working with everyone with whom I came in contact.

The "Welcome" mat is always out at 1090 Drake Court in San Carlos. Both Anne and I will be pleased to see you.

Our best to you all,
DAN IRWIN

Steam Locomotive Lithographs

A set of four black and white lithographs of the famous American Freedom Train and Steam Locomotive #4449 are available from Century Graphics for \$5.00 per set of four plus \$1.00 for shipping and handling. California residents add 6% sales tax. This series of lithographs taken by veteran railroad photographer Henry Brueckman are as follows:

- 1) #4449 heading BN freight train near East Vancouver, Oregon in 1975.
- 2) #4449 with four car SP special train south of Dunsmuir, Ca. in 1975.
- 3) #4449 heading Freedom Train on SP east of Tracy, Ca., in 1975.
- 4) #4449 and Amtrak special passenger train on a long bridge north of San Luis Obispo, Ca. in 1977.

Mail orders direct to: Century Graphics, P.O. Box 4445, Vallejo, California 94590.



#4449 heading BN freight train near East Vancouver, Oregon in 1975.



#4449 and Amtrak special passenger train on a long bridge north of San Luis Obispo, Ca. in 1977.



Employees Celebrate Christmas

The 1977 Christmas season was celebrated by WP employees at the general office in San Francisco on December 20th.

The larger departments hosted buffet lunches at noon, inviting the smaller departments, so that nobody was left out. Four floors of the building were involved in the merriment. There was a bountiful meal provided, with plenty of good food for all. Refreshments included milk, coffee, and soft drinks. There were Christmas trees, and many smiles to go along with the colorful, delicious noon buffet luncheon. A great deal of thanks goes to the various departments and committees that worked so hard to provide such a memorable opportunity for WP employees to celebrate Christmas together.





Our 1977 Picnic—in Nevada...

The first annual Eastern Division Picnic and Golf Tournament was held August 20, 1977 at Elko.

Some 400 WP employees, retired employees, and their families attended the festivities. The golf tournament began in the early morning and was finished in time for the refreshments that afternoon.

It was a warm day, the food was good and plentiful, and the setting perfect for a friendly get-together. Live music was provided and there was volleyball to add to the day's activities.

*EASTERN DIVISION
PICNIC AND
GOLF TOURNAMENT
Aug 20, 1977
ATTENDANCE 445*



Elko Picnic '77...



Elko Picnic '77...



Elko Picnic '77 . . .



Elko Picnic '77 . . .





Without fear of collision, this Westbound Western Pacific freight gives the N.N. crossing, at Shafter, Nevada, a fast clickity click on its way up to Jasper tunnel. Mile after mile, brooding electric eyes will wink their favors in moving this "Hot Shot" safely through storms

and the darkness of nights to a land called "Sunny California."

Too bad O. J. didn't live to see what Signal Maintainers, like Davis, at Shafter, have done to insure safe passages. Photo: R. M. Lowe (8-16-'77).

Where Is O.J.?

By R. M. Lowe

The first time I met engineer O. J. Hill was in the snowy winter of 1927. I was third trick telegrapher, at Shafter, and O. J. was in helper service between Wendover and Sonar. We stood toasting our hands, that night, over a big pot bellied coal stove in the Shafter depot; while outside, a three alarm blizzard rattled and finger painted each window pane, and turned the world into a giant Christmas card. O. J. said, "Kid, you sure pulled the right lever when you took up telegraphy instead of engine service, and a night like this goes to prove it." Little tongues of bright flame licking out through a crack in the stove door made O. J. pensive and sort of moody, and I knew that a good story was about to be born. Finally, he looked up at me and said, "Kid, did I ever tell you about a snowbound trip that ended right here at Shafter?" Before I could say no, he

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started to unwind it. "How well I remember that fierce winter night, when we were beatin' the stack off a 'crock' engine trying to wiggle a mixed drag out of the Elko yard. When we passed the old yellor depot, we saw a hand wipe frost off an upstairs window, and then a face appeared. We figured it was probably dispatcher Andy Piers trying to identify us.

I never saw such a storm in all my life. We were pointed toward Wendover, and hoped we would find it. It seemed that all the world's snow, since the beginning of time, had come on a wind that howled like a scalded banshee. I felt like an icicle from my belt buckle both ways. Snow white dust hit us in the face, and stuck like glue in every crack and crevice on that train. Right away, our headlight went snow blind, and its light ended up a sickly yellor blob on a white screen.

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Switch stands, depots, and tool houses waltzed by in the most fantastic garbs of ice and snow. The world had become a total stranger in the night."

The old Hogger paused, ran a calloused hand over his face, and spent some time just studying his shoe laces. Finally, he looked up and said, "I do believe we used half of the sand we had in the dome to get up to Jasper siding. The tunnel just beyond was a black and welcome relief, and I thought what a good place to break down until the storm is over, but it didn't happen.

"We slithered out of that hole and dropped down into a pea soup fog so thick it hid the coal scoop. We seemed suspended in glassy gook and searching for a hole that wasn't there. Finally, a sudden jerk and a bump spelled west frog at Luke siding. At least we knew in what part of the world we were in. Now it was just a matter of guessing distance to the Nevada Northern railroad crossing, at Shafter. The Hogger was jumpy and as nervous as a long tailed cat in a rocker factory. His left hand fumbled with the brake valve as he leaned forward and peered through an impossible window. I was about to offer a guess, when he shouted, 'You birds know where we are?' Those were his last words. About that time, the biggest tank car I ever saw jumped broadside out of the fog. My first thought was 'collision at NN crossing.' My last sight was of a fat bellied tank car, rolling like a huge snowball up and over our smoke stack.

"I don't know how long I played solitaire, but my entrance back into the world of facts was an agonizing experience. It was like sitting at the bottom of a deep dark well, looking up at a lily light that blinked off and on. Finally, when my marbles returned, one by one, I found that I was sitting on the ground and leaning back against

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the west end of the depot. Later, I saw the dim light of a lantern, and then another, and then I heard the gruff voice of conductor Pat Powers say to his brakeman, 'Sure, and these two lads are dead, but where the devil is O. J.?'

"For the rest of my life on the W.P., I approached Shafter crossing with the bravery of a mouse slipping up on a cat."

O. J. Hill, during his long and faithful career on the Western Pacific, carried signals safely through many a valley of potential death, and came out a winner. I feel sure that when he left us, some time ago, and whistled out for the board "Up Yonder," Old St. Peter looked up and said, "Well, whadda ya know, if it ain't an old 'bakehead.'" Open the gates wide, me lads, and let the old fella in, he's had his share of hell on earth."

On Cloud Nine

I'm flat on my back up on cloud 9 this morning. Got a letter from an officer of the Pullman Company-Chicago, blowing good wishes my way for MILEPOSTS story—"A Letter To Hank" Summer 1977. Then the next envelope I fumbled open was from an old time W.P. signal man in Salt Lake City. He asked if I remembered him when he rode herd on signals around Shafter—Do I ever? I gave him more than one line-up on trains, and then watched him and his motor car disappear behind a curtain of fog and snow—must have given him a tough bark. He's still chuggin' close to M.P. 80 yrs.

Hope you enjoy my little effort in "Desert" about "Shorty." Back when me and the world were both young and coltish. "30 & 73."

R. M. Lowe
Route 1
Snyder, Oklahoma

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WP Day at Rail Museum

On Saturday, October 1, 1977, the Bay Area Electric RR Association sponsored a family outing and picnic for WP employees, families, and friends at the California Railroad Museum at Rio Vista Junction. Under blue skies and in warm temperatures the festivities got under way at 11 A.M.

An interesting variety of displays and attractions was made available to the estimated 500 guests.

The machine shop provided a glimpse of the exacting work involved in restoring old railroad cars, some of which are brought to Rio Vista Junction after years of neglect. The repair work and staffing at the museum is all voluntary, with the Bay Area Electric RR Association members providing their own tools, talent, and time.

The bookstore is managed by John Plytnick. Nearly every book devoted

to railroading ever published is available there. One could browse through shelf after shelf of colorful picture books and reference materials that are for sale, providing an important source of revenue for the museum.

The picnic was well underway by noon, as old restored trolley cars rattled around the sunny park. The cars and trains were available for passengers the entire day, and guests were allowed to ride as often as they liked. It had been more than a year since the last picnic held at the museum, and since then a quarter mile of track had been added south of the park, parallel to the Sacramento Northern track.

At 2 P.M. a parade of all the museum's operable trains and trollies was held. Each car pulled to a stop in front of the guests, and Master of Ceremonies Rick Borgwandt supplied historical and technical background.

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Among the most popular of the exhibits were the Sacramento Northern Bernie Streetcar 62 which operated in Marysville, the Sacramento Northern Interurban 1005 which ran from San Francisco to Chico up until 1941, and the Electric Freight Motor #654 which last ran from Marysville to Yuba City up until 1967. One of the most popular stationary exhibits was the mammoth Steam Locomotive #334 (2-8-2 Mikado) Engine, built in 1929 by Western Pacific, which last operated in regular service in 1952.

Along with the exhibits that were in operating condition were the many trains stored in the huge barn south of the park, some just recently acquired, awaiting restoration.

A big thank-you is due to William Kluver, the president of the Bay Area Electric Railroad Association and the many members of the association for the great deal of hard work that was involved in making it a memorable day.



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W.P. Day at R.V.J. . . .





THE S.N. LIVES

MILEPOSTS



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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. Please mail your address change direct to Mileposts, WP, 526 Mission Street, San Francisco, Ca. 94105. If you are a WP, SN, TWS, OT, ABL, CCT, or WPT employee and would like to receive **Mileposts** at home, mail your complete address to the above address.

Railroad Retirement Information

How the Recent Social Security Amendments Affect the Railroad Retirement System

Because of laws coordinating the railroad retirement and social security systems, certain provisions of the recently enacted social security legislation also affect the railroad retirement system.

The 1977 social security amendments (Public Law 95-216) were designed primarily to solve the financial problems of the social security system. The cost-savings changes included revising the method of computing benefits, increasing retirement taxes, and providing for reductions in the benefits of certain spouses and widow(er)s who also receive public pensions. On the other hand, the amount of earnings a beneficiary can receive without loss of benefits was increased and further increases were made in the benefits of individuals who postpone retirement or lose benefits because of working.

The following questions and answers give some background information as well as illustrate how these amendments affect the railroad retirement system.

1. Does the change in the social security benefits formula affect the two-tier railroad retirement annuity formula?

Yes. The tier I portion of railroad retirement and survivor annuities is computed in generally the same way as a social security benefit, but is based on combined railroad retirement and social security credits.

Since the tier II portion of survivor annuities is generally 30 percent of the tier I amount, the change in the social security formula affects both tiers of survivor annuities.

2. Why was the social security formula revised?

The new formula gradually reduces benefits for future retirees which otherwise would have led to the bankruptcy of the social security system. The reason is that the previous formula reflected the effect of both rising wages and cost-of-living increases. Eventually, this doubling of the effects of inflation could have yielded future social security benefits at least equal to a worker's final salary.

Under the change, the initial amount of benefits will provide a constant replacement ratio of an employee's final taxable pay. However, once an individual becomes eligible for benefits, he or she will receive all cost-of-living increases thereafter.

Benefits for those who become eligible (age 62, disability, or, for survivors, an employee's death) after 1978 will be based on indexed earnings rather than an employee's actual earnings. The indexing procedure involves increasing past earnings up to the second year before eligibility, to allow for general increases in the level of earnings. The above changes apply equally to the tier I benefits of railroad employees and their families.

3. What changes are made in delayed retirement credits?

Under previous law, an employee could increase his or her social security benefit (or railroad retirement tier I benefit) by delaying retirement or working after age 65. The amount of the increase was 1 percent for each year retirement was postponed or in which benefits were not paid after age 65, until age 72. Beginning in 1979, delayed retirement credits become available to those who retire on the basis of age before age 65 if benefits are not paid after age 65 because of work deductions. Furthermore, for individuals attaining age 65 after 1981, the amendments increase the delayed retirement credit from 1 percent to 3 percent for each 12 months in which benefits are not paid, either because of postponement of retirement or because of excess post-retirement earnings.

Also, an employee's delayed retirement credits are passed on to the widow(er) after the employee's death. Effective June 1978, the annuities of such widow(er)s on the Board's rolls will be increased for delayed retirement credits.

4. Will railroad retirement spouse and widow(er)'s annuities be reduced for civil service and other public pensions now that social security benefits are being reduced for public pensions?

Yes. But for the most part, annuity reductions for public pensions do not apply to individuals retiring in the next 5 years. Non-dependent husbands and widowers who apply for annuities in December 1977 or later will be subject to such reductions. However, annuitants on the rolls as of November 1977 continue to receive their annuities without any reduction

for public pensions. Nor does the reduction apply to wives, widows, dependent husbands and dependent widows who are now eligible, or become eligible, for public pensions or civil service pensions before December 1982, regardless of when they begin receiving railroad retirement or social security spouse or widow(er)'s benefits.

5. Does this annuity reduction apply for state and local public pensions as well as Federal civil service pensions?

Yes. The spouse and widow(er) annuity reduction for civil service or public pensions applies for any retirement benefit based on an individual's own public service for the Federal Government, for a state, or for any political subdivision of a state. The annuity offset would thus apply for Federal civil service pensions, pensions to state and city employees, and fire, police, and teacher pensions.

6. Do the earnings restrictions, that some annuitants are subject to, change in 1978?

Yes. Those railroad retirement annuities subject to earnings restrictions (generally, retired employees and spouses who are also qualified for social security benefits and almost all survivor annuitants) can earn more before work deductions are made in 1978. Annuitants age 65 or over can earn \$4,000 in 1978 before work deductions are made; for annuitants under age 65, earnings of \$3,240 in 1978 are allowed before deductions are made. In 1977, earnings over \$3,000 could cause a reduction in benefits.

For annuitants over age 65, the annual exempt earnings amount increases to \$4,500 in 1979, \$5,000 in 1980, \$5,500 in 1981 and to \$6,000 in 1982.

Railroad Retirement Information

Currently, these earnings restrictions do not apply once an annuitant reaches age 72; beginning in 1982, annuitants become exempt from these earnings restrictions at age 70. Furthermore, unlike the social security restrictions, work deductions with respect to employees generally apply only to a portion of the tier I annuity.

7. If an annuitant works in only 6 months but earns over the annual limit, do work deductions apply only to benefits for those months?

No. Previously, work deductions were made only for months in which earnings were more than one-twelfth of the annual limit (\$250 in 1977). Under the new law, once earnings exceed the annual limit, work deductions may be applied to benefits for all months in the year, even if the annuitant didn't work in every month. An exception is made for the first year benefits are payable; for that year, work deductions apply only to months in which earnings are more than one-twelfth of the annual exempt amount.

As under previous law, an annuity reduction of \$1 is made for every \$2 earned over the annual exempt earnings amount. The special restrictions for disability annuitants were not changed.

Railroad Retirement Taxes Increase

Because of laws coordinating the railroad retirement and social security systems, certain provisions of recent social security legislation also apply to the railroad retirement system. As a result of the social security legislation, railroad retirement taxes increase, the post-retirement earn-

8. Do railroad retirement taxes increase as a result of these amendments?

The regular railroad retirement tax rates for 1978, which apply to earnings up to \$1,475 a month, are 6.05 percent for railroad employees and 15.55 percent for railroad employers; these are the same taxes scheduled under previous law. However, increases in the railroad retirement tax rate and taxable wage base are scheduled for 1979 and later years, at the same time as social security. For 1979 and 1980, the railroad retirement tax rate is 6.13 percent for employees and is based on earnings up to \$1,908.33 per month for 1979 and \$2,158.33 for 1980. Further tax rate increases are scheduled until 1990, when the tax rate for railroad employees becomes 7.65 percent, applicable to an estimated monthly base of \$4,225. Railroad employers pay these taxes plus an additional 9.5 percent tax on a somewhat lower wage base calculated under prior law.

Because both the railroad retirement tax rate and maximum monthly taxable amount are increased, all railroaders will pay higher taxes in future years, but railroad employers and higher salaried railroaders will have the greatest tax increases.

ings restrictions applicable to some railroad retirement annuitants are revised, and a number of other changes are effected.

The following questions and answers describe the changes in railroad retirement taxes and earnings restrictions.

1. What is the regular railroad retirement tax rate for 1978?

The employee railroad retirement tax rate increases from 5.85 percent to 6.05 percent for 1978 and the regular railroad retirement tax rate for railroad employers increases from 15.35 to 15.55 percent. Because of this increase, all railroaders will pay higher taxes in 1978.

The recent social security legislation further increases for 1979 and later years. The tax rate for employees will rise to 6.13 percent for 1979 and 1980, and, in graduated steps, to 7.65 percent in 1990. Employers pay these rates plus an additional 9.5 percent.

2. Does the maximum amount of earnings subject to railroad retirement taxes also increase?

Yes. The maximum amount of railroad earnings subject to regular railroad retirement taxes will increase for employees and employers from \$1,375 per month for 1977 to \$1,475 per month for 1978. The recent social security legislation provided for further increases in the maximum amount of earnings taxable for future years. The maximum monthly amount taxable rises to \$1,908 for 1979, to \$2,158 for 1980 and to \$2,475 for 1981. Employers match these employee taxes and pay an additional 9.5 percent subject to the taxable maximums scheduled under previous law.

3. How much more will railroaders pay in railroad retirement taxes?

Because both the railroad retirement tax rate and maximum monthly taxable amount are increased, all railroaders will pay higher taxes but higher salaried railroaders will have the greatest tax increases.

A railroader earning \$1,000 per month will pay \$60.50 per month in

railroad retirement taxes in 1978, \$2 more than he paid in 1977. Employees earning \$1,475 per month or more will pay \$89.24 in railroad retirement taxes each month, \$8.80 more than they paid in 1977. The maximum amount a railroad pays in regular railroad retirement taxes per month for each employee increases from \$211.06 to \$229.36 for 1978.

By 1981, a railroader earning \$1,000 a month will pay \$66.50 in railroad retirement taxes each month while a railroader earning \$2,475 or more a month will pay \$164.59 each month in railroad retirement taxes.

4. Are other railroad retirement taxes paid in addition to regular railroad retirement taxes?

Employees pay only regular railroad retirement taxes but railroad employers pay railroad retirement supplemental annuity taxes and railroad unemployment-sickness taxes in addition to regular railroad retirement taxes. For the first quarter of 1978 the supplemental annuity tax rate paid by railroad employers is 12¢ per manhour, a decrease from the 1977 rate of 12.5¢ per manhour. Railroad employers also pay a tax of 8 percent on the first \$400 of an employee's monthly earnings to finance the railroad unemployment-sickness program.

5. Do the earnings limitations, that some annuitants are subject to increase in 1978?

Yes. Because of the social security legislation, annuitants who work after retirement can earn more without having their benefits reduced. The 1977 exempt earnings amount of \$3,000 was raised to allow annuitants age 65-72 to earn \$4,000 in 1978 before benefits are reduced. For annuitants under age 65, earnings over \$3,240 in 1978 can cause a reduction

Railroad Retirement Information

in benefits. The special earnings limitations for disabled annuitants are not changed.

The exempt earnings amount for annuitants over age 65 is further increased to \$4,500 in 1979, to \$5,000 in 1980, to \$5,500 in 1981 and to \$6,000 in 1982.

For those annuitants subject to these earnings restrictions, a reduction of \$1 in benefits is made for every \$2 earned over the exempt amount. The provision of previous law allowing full payment of benefits for any month in which earnings were less than one-twelfth of the annual limit will, beginning in 1978, be limited to the year of retirement.

6. Who is subject to these earnings limitations?

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their wives, generally to those who are also qualified for social security benefits. Most of those retired employees and wives who are subject to these earnings limitations have been notified by the Board as to how earnings will affect their annuities.

Currently, these earnings limitations do not apply once an annuitant reaches age 72; in 1982, annuitants age 70 or older become exempt from these limitations.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their spouses for any month in which they return to work for their last pre-retirement nonrailroad employer.

In Memoriam...



Fred McMullin

Our sympathy is extended to the friends and family of Fred McMullin, retired sales manager, Portland, Oregon, who passed away in October, 1977.

Fred was born August 15, 1898 in Tucson, Arizona. His railroading career began in Los Angeles in 1917, when he worked as a stenographer for the DL&W. In October of 1920 he became chief clerk with the EP&SW. In 1924, he joined the Rock Island as city freight agent, leaving there in 1925 to join Western Pacific as traveling freight and passenger agent. Fred served as general agent in St. Louis, Mo., and in 1937 was transferred to Portland.

In 1963 Fred retired as District Sales Manager, Portland, after 38 years service with WP.

He was very active in community affairs, being a member of the Portland Passenger Association, the Arlington Club, the Portland Civic Theatre, and president of the Portland Transportation Club.

The McMullin family home address is 6751 SW Peyton Road, Portland, Oregon, 97230.



Marshall E. Boyd

Our sympathy is extended to the family and friends of Marshall E. Boyd, who passed away in August, 1977.

Marshall was born in Chicago in 1902, and attended school first at Harvard School for Boys and then at the University of Michigan, where he graduated in 1926 with a B.A. degree.

In 1937 Marshall joined the WP as assistant general freight agent. He had worked previously for the Pullman Company and the Elgin, Joliet, and Eastern Railway. In 1940 he became assistant freight traffic manager and in 1952 was promoted to freight traffic manager. At the time of his retirement in June, 1963 his position was that of Director of Pricing/Transcontinental.

During his railroading career, Marshall specialized in rate legislation and represented Western Pacific at many hearings in Chicago and other Eastern cities.

Death occurred at Moffitt hospital, San Francisco, at the age of 75.

Marshall is survived by one daughter, Elizabeth Miller of San Jose, three sisters, and his wife, Ruth, who lives at 144 Petaluma Way, Petaluma, California, 94952.

R. C. Alverson, brakeman, Stockton, Ca., August, 1977.

Frank G. Anderson, retired, San Anselmo, Ca., July, 1977.

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Arne Henry Andreassen, retired, San Francisco, 1977.

M. F. Barkhorn, retired, Sacramento, June, 1977.

Clyde Bartee, retired, Nevada, Mo., November, 1977.

Natale Bertagna, retired payroll account, Chico, Ca., July, 1977.

Joe David Blackmore, retired engineer, Stockton, December, 1977.

Marshall E. Boyd, retired director of pricing transcontinental, Petaluma, Ca., August, 1977.

Mary E. Brandt, retired, San Francisco, August, 1977.

William R. Brown, retired, Sacramento, April, 1977.

Marshall W. Brown, retired assistant mechanical engineer, Petaluma, Ca., July, 1977.

J. M. Carlson, train desk clerk, Sacramento, November, 1977.

George C. Casselman, retired, Broderick, Ca., April, 1977.

Frank E. Clark, retired, Oroville, May, 1977.

Harold Clifford, retired, Milpitas, Ca., April, 1977.

Mary Cobb, retired, Oakland, June, 1977.

Edgar J. Coon, retired, Seattle, Wash., April, 1977.

George Cornett, retired clerk, Oakland, September, 1977.

Robert Dale Cowger, retired foreman, Stockton, September, 1977.

Willard Cox, retired, Wickenburg, Arizona, May, 1977.

Harry Dailey, retired, Sumner, Wa., October, 1977.

Walter F. Davis, retired, Oroville, April, 1977.

John V. Depangher, retired, Sacramento, April, 1977.

Frank B. Dignon, retired, Alameda, Ca., June, 1977.

Clarence E. Dodds, retired, Sacramento, April, 1977.

In Memoriam . . .

Kenneth Kirby Dunton, retired agent, San Jose, February, 1978.

Richard Ellison, retired, San Bernardino, Ca., July, 1977.

R. L. Gibson, retired yardmaster-Stockton, Lodi, Ca., February, 1978.

Mason P. Gordon, Sr., retired, San Lorenzo, Ca., September, 1977.

Wesley H. Griffen, retired, Healdsburg, Ca., November, 1977.

Thomas H. Hamilton, retired, Stockton, June, 1977.

Peter Haly, retired, Auburn, Ca., May, 1977.

Amon Hayes, retired, Oroville, May, 1977.

Ferris V. Henderson, retired, San Francisco, June, 1977.

Kim E. Hornsby, retired, Roseville, Ca., July, 1977.

Dayton A. Hubbard, retired, Martinez, Ca., July, 1977.

Joseph L. Hunting, retired, Chico, Ca., October, 1977.

John L. Inge, retired switchman, Lynchburg, Va., September, 1977.

Enrique Henry Ispisua, retired hostler helper, Elko, Nevada, November, 1977.

Bert Jaskala, retired, Sacramento, June, 1977.

J. Jayo, retired, Winnemucca, Nevada, December, 1977.

Lee Morgan Jones, retired conductor-Portola, Oroville, November, 1977.

Charles L. Jordan, retired, San Jose, August, 1977.

Clyde W. Lang, retired, Elko, Nevada, April, 1977.

Ray D. Lara, retired, Mayfield, Utah, July, 1977.

A. H. Larson, retired, Kentfield, Ca., April, 1977.

Marie C. Libbe, retired, Flossmoor, Ill., May, 1977.

William T. Lindsay, retired, Berkeley, Ca., October, 1977.

Frederick Joseph Lorsheter, retired locomotive engineer, Stockton, October, 1977.

Alfred N. Madsen, retired, Redwood City, Ca., July, 1977.

Arch R. Martin, retired, Oakland, May, 1977.

Lorene B. McCargar, retired payroll clerk, Oakland, January, 1977.

Fred McMullin, retired district sales manager-Portland, Ore., Portland, October, 1977.

Robert B. McMillan, retired, Sacramento, December, 1977.

Harry H. Mercer, retired laborer, Citrus Heights, Ca., April, 1977.

Clarence Mitchell, retired outside hostler helper-Oakland, Port Arthur, Texas, January, 1978.

Frank F. Moreno, retired, Sacramento, May, 1977.

Paul George Morris, retired locomotive engineer, Lodi, Ca., December, 1977.

Norman T. Moulton, retired, Union City, Ca., December, 1977.

Peter M. Murphy, retired, Stockton, April, 1977.

Harvey L. Naylor, retired chief clerk - Burmeister, Utah, Grantsville, Utah, November, 1977.

Ernest John Neri, retired carman, Oakland, December, 1977.

Charles A. Nordholm, retired, Oroville, November, 1977.

Joseph C. Obenchain, retired, Sacramento, August, 1977.

William F. Parker, retired, Sacramento, September, 1977.

Charley W. Pate, retired, Bryte, Ca., May, 1977.

William T. Patterson, retired, Lodi, Ca., June, 1977.

Newell Payne, retired, Olivehurst, Ca., November, 1977.

F. A. Pedroza, retired, Sacramento, April, 1977.

Charles P. Peterson, retired, Ogden, Utah, June, 1977.

Willie D. Presitt, retired, Oakland, July, 1977.

Guadalupe Ramirez, retired, Sacramento, May, 1977.

Harry P. Rapouskos, retired track laborer, Vagia Thebas, Greece, September, 1977.

Edward F. Reedy, retired, track laborer, Oroville, September, 1977.

Curtis N. Risk, retired conductor-Western Division, Oakland, May, 1977.

Fred J. Rohrer, retired machinist, Sacramento, March, 1977.

Charles C. Singley, retired, Sacramento, June, 1977.

Frank Smith, retired engineer, West Jordan, Utah, October, 1977.

Fred Smith, retired, Oroville, October, 1977.

George F. Street, retired, Oroville, December, 1977.

John J. Susoeff, retired assistant export clerk, San Francisco, December, 1977.

Cornelius Ray Thomas, retired conductor, Salt Lake City, December, 1977.

Theodore Travins, retired clerk, Concord, Ca., February, 1978.

Dean L. Treichel, wire chief, Walnut Creek, Ca., August, 1977.

Paul Wichmer, retired, Fremont, Ca., May, 1977.

Kenneth Wilkinson, engineer, Lodi, Ca., January, 1978.

FALL, 1977-B, WINTER

Mark V. Windus, retired, Waitsburg, Wa., June, 1977.

Gilberto Ybarra, retired, hostler helper, Stockton, April, 1977.



Milepost #245: Looking through the 195½ ft. long tunnel #13, this milepost is located a few yards from the tunnel's east portal on Western Pacific's main line in the heart of the Feather River Canyon between Oroville and Keddie, California. If you travel east 2½ miles the next siding is 'Merlin.'

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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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John W. Henderson
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Jan. 1978—WP's Jordan Spreader #7 clears snow on the right of way along the high line between Beiber and Keddie, California. Photo: Dale Sanders. Story on Page 10.

