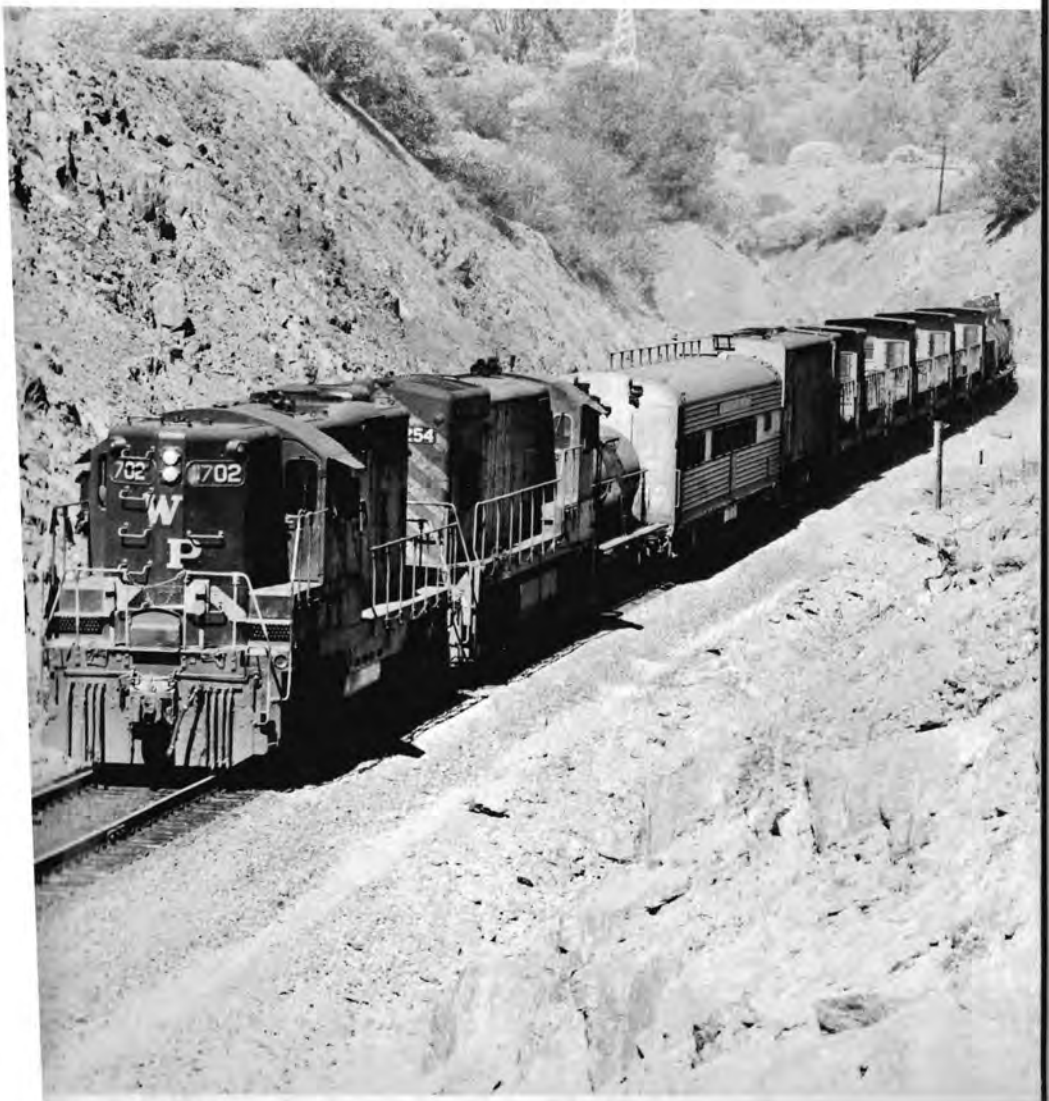


WESTERN PACIFIC

*Mileposts* WINTER '76 - SPRING '77

'EXTRA 702-WEST'



BY SPENDING

# 'EXTRA 702-WEST'



'Extra 702-West' works its way at an average of two miles per hour over the WP main line in the Feather River Canyon.

## Extending Rail Life

At 6 a.m. on a recent Saturday, WP train 'Extra 702-West' received clearance to proceed from Spring Garden (milepost 296) to Keddie (milepost 281), located in the Feather River Canyon in California. This trip would take some 12 hours, averaging about two miles per hour. At that speed you could study all the wonders of the 'canyon' in detail. However, the handful of men on Extra 702 did not have

time for sightseeing. They were manning a \$2.5 million, double capacity, rail grinding train leased by the Western Pacific from Speno Rail Services of Syracuse, N.Y. to resurface the rail by grinding out all corrugations and other imperfections. This operation will extend the tracks life and reduce damaging vibrations to ties, cars and locomotives.

Headed by two WP locomotives, the

special train was made up of 11 cars and a WP caboose. First was an 8,000 gallon diesel fuel tank car, next, a crew car providing food and sleeping accommodations for the 9 man Speno crew, then, the electrical generating car which provided the power for the next four grinder cars. Each grinder car was equipped with 24 grinding wheels, individually powered by 15 hp motors, turning at 3500 rpm. The center cab in each grinding car contains a control room, the nerve centers of the operation.

Inside each control room, an operator scans a large panel of 25 ammeters and air pressure gages, each with corresponding pneumatic and hydraulic controls. The 96 grinding wheels can remove .015 (15/1,000) -inch of steel from the head of the rail in a single pass. Keeping in constant radio communications with WP's engineering officers, at the rear of the train, the grinder operator adjusts the correct pressure of the grinding wheels against the rail surface. On some sections where the rail showed excessive corrugation, it required more than one passing with the grinders to bring a shiny smooth finish.

The four tank cars to the rear of the train contained water for the sprinkler system on each grinder and to supply water for a high pressure hose always ready on the caboose. Additional track crews with water hoses followed a short distance behind the train for further protection.

"Extra 702-West was in grinding operation for three weeks (in 1977) on the Western Pacific system on a six day work schedule," according to A. W. Carlson, WP's Chief Engineer. "This included selected areas in Nevada, nearly the entire distance from

Portola to Oroville, and selected areas between Oroville and Marysville." He said "the cost was about \$5,000 per day and the grinding done by 'Extra 702-West' provided substantial immediate saving to the W.P." He said "subsequent future grinding trains in selected areas of the railroad will extend the life of the rail, requiring less frequent rail replacements and providing smooth and safe travel on the Western Pacific."



Grinding operations proceed on a 12 hour day schedule, as rays of the sun set on the control cabs.



Smooth and Safe  
Travel...WP



Depending on the condition of the rail the pressure of the grinding wheels on the rail can be increased or decreased.

It is easy to see the 'teeth' of the operation as shown in this photo. The 15-hp motor is weighted down on the rail grinding wheel. 48 of these wheels will grind each rail to a shiny smooth finish.



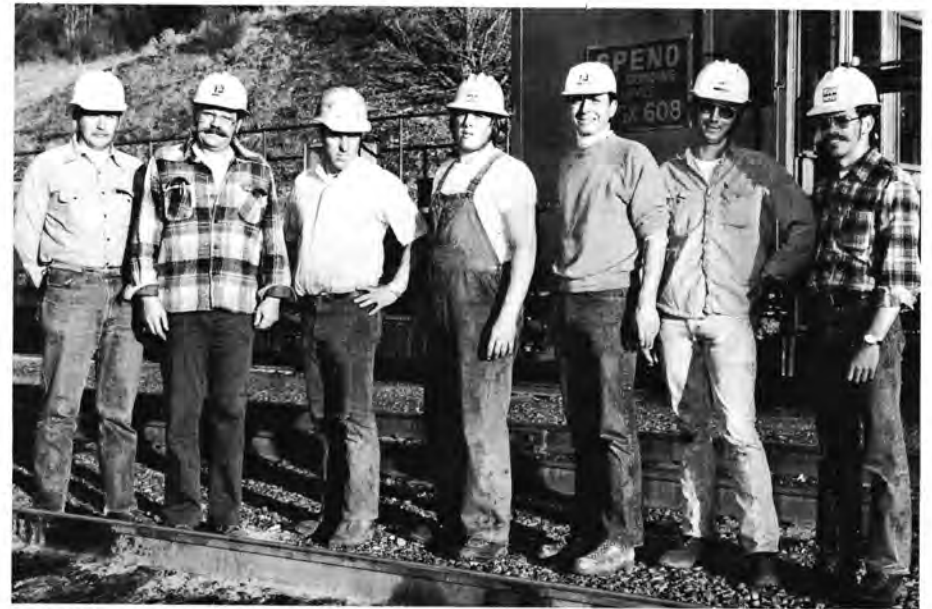
Cliff A. Gerstner, WP's Engineer-Construction (left) and Jerry K. Packer, Speno Rail Grinder Foreman, hold a new grinding wheel to demonstrate the size and texture of the wheels used in the train.



Inspecting the rail grinding operations at the back of the special train are Ray Hobbs, WP's division engineer (left-facing camera) and Chris Aadnsen, assistant division engineer (holding hose). This high pressure water hose provided additional fire protection if needed.



In front of each grinding wheel is a hanging metal strip curtain to keep the metal shavings at track side.



Part of the Western Pacific team who worked with the rail grinding crew were the following: (left) Ken D. Sawyer, Roadmaster-NCE; Dan W. Parnell, Bridge, Building & Track Inspector;

D. R. Bradley, Track Rider; T. C. Schmidt, Track Rider; Chris Aadnsen, Asst. Division Engineer; Pat R. O'Kelly, Asst. Roadmaster; and Dennis G. Paul, Roadmaster-Keddie.



The 11 car rail grinding train switches in to a siding at Keddie at the end of another 12 hour

work day. Equipment is readied for the next day's assignment.



Ralph Dinkel



Althea Briggs



David E. Wilson

## Appointments

### Marketing

Ralph Dinkel has been promoted to the position of Sales Manager in Seattle. Ralph has been an employee of W.P. since 1954 when he first began work in Oakland as a clerk in the Marketing Department. Ralph has held other positions in Marketing. He was Chief Clerk and Assistant Sales Manager until his recent promotion.

\* \* \*

Althea Briggs was appointed Sales Representative December 1, 1976, to the Bay Area Sales Office. Althea first began work for Western Pacific as a "Zephyrette" on the California Zephyr. She has worked various marketing positions until her appointment as Sales Representative in Oakland.

\* \* \*

David E. Wilson has been appointed Resident Sales Representative effective December 1, 1976. His new office is in Denver, Colorado and he will handle accounts in Colorado and parts of Wyoming and Nebraska. Dave's previous position was Sales Representative in the Bay Area Sales Office.

WINTER '76 · SPRING '77

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

E. H. Scott appointed to Service Representative, Customer Services.

\* \* \*

The following appointment was recently announced by R. M. Tofanelli, General Manager-Pricing Services:

Barbara L. Toler was promoted to Pricing Staff Assistant from the West of Trans-Continental Pricing Section.

### Personnel

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

Ms. Glorina Verner is appointed to position of chief clerk-personnel, San Francisco.

### Law

The following appointment was recently announced by Walter G. Treanor, Vice President-Law:

Diane L. Fafoutis was promoted to position of Manager-Law department.

## Appointments

### Western Division

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

E. A. Lowe is promoted Assistant Roadmaster, Oakland.

B. E. Williams to new position, Supervisor Signals and Communications, Fremont.

R. W. Baptist appointed yardmaster, Oakland yard.

R. T. Price promoted to terminal car supervisor, Stockton.

### Transportation

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

D. W. Fritter appointed demurrage supervisor, San Francisco.

### Mechanical

The following appointment was recently announced by R. W. Mustard, Chief Mechanical Officer:

A. G. Slade is appointed to the newly created position of Manager-Car Maintenance, headquartered in San Francisco.

### Special Agent

The following appointments were recently announced by R. F. Stenovich Chief Special Agent:

E. West, Jr. promoted to district special agent, Oakland.

G. E. Flanagan appointed assistant special agent, Stockton.

## Engineering

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

E. L. Wall promoted to new position, signal engineer, Sacramento.

D. H. Larsen appointed traffic control system engineer, Sacramento.

R. E. Enger appointed to new position, communications engineer, San Francisco.

D. Thomson, Jr. appointed to new position, signal construction engineer, San Francisco.

R. D. Reynolds promoted to new position, signal design engineer, San Francisco.

### They Have Retired



David H.

Copenhagen

Best wishes to David Copenhagen on his retirement as Director of Equipment Planning. David began work 45 years ago for W.P. as a junior clerk in the traffic department in San Francisco. He then moved up from a traffic clerk to a division clerk to chief clerk in Oakland. His other jobs included Chief of Sales and Service Office Manager and Assistant to the Vice-President of Traffic.

David also worked as Sales Manager of the San Francisco Region in 1959. In 1966 he was promoted to Director of Market Development and in January of 1973 Dave was appointed Director of Equipment Planning.

## They Have Retired

Oscar D. Atkinson, hostler, Portola, 40 years, 2 months.

Alfredo D. Del Bosque, laborer, Sacramento, 20 years, 8 months.

Earl D. Brown, clerk, Sacramento, 39 years, 7 months.

Harry M. Brown, locomotive engineer, Stockton, 39 years, 1 month.

Charles M. Cavis, clerk, San Francisco, 31 years, 8 months.

Frank J. Casey, locomotive engineer, Oakland, 31 years, 2 months.

David H. Copenhagen, Director Equipment Planning, San Francisco, 44 years, 2 months.

A. D. Delbosque, laborer, Oroville, 20 years, 8 months.

Richard A. Dore, telegrapher, Portola, 33 years, 8 months.

Joseph M. Fiorentino, Alameda Belt line car inspector, Alameda, Ca., 18 years, 11 months.

James H. Gibson, Alameda Belt line switchman helper, Alameda, Ca., 23 years, 6 months.

Frank E. Glover, laborer, Virgilia, Ca., 31 years, 1 month.

Robert R. Goheen, scaler, Oroville, 36 years, 7 months.

Fredrick G. Grenz, car inspector, Sacramento, 31 years, 2 months.

John S. Guerra, locomotive engineer, San Jose, 34 years, 7 months.

Robert C. Heitkamp, conductor, Salt Lake City, 36 years, 5 months.

John L. Hicks, clerk, San Francisco, 28 years, 1 month.

John G. Howard, B&B supervisor, Sacramento, 38 years, 10 months.

Earley J. Johnson, cook, business car, Oakland, 30 years, 9 months.

Milo G. Kacer, clerk, Keddie, 29 years, 6 months.

Roy B. Kunde, estimating engineer, San Francisco, 29 years, 5 months.

James A. Miller, conductor, San José, 22 years, 4 months.

Clifford A. Morgan, conductor, Portola, 35 years, 6 months.

Eugene L. Nielsen, conductor, Portola, 39 years, 6 months.

Denis L. Palmer, statistician, San Francisco, 29 years, 1 month.

Elbert Payne, patrolman, Oakland, 19 years, 4 months.

Joe Pitts, Jr., brakeman, Oroville, 20 years, 1 month.

Irma A. Piver, clerk, Oakland, 34 years, 2 months.

Patricia T. McDaniel, chief clerk, San Francisco, 28 years, 9 months.

Clement J. Reilly, carpenter, Thornton, Ca., 29 years, 7 months.

Gabe B. Ricoldson, machinist, Oakland, 21 years, 7 months.

Catherlyne R. Rossi, chief clerk-personnel, 32 years, 1 month.

Charles Servia, brakeman, Reno, NE., 39 years, 9 months.

Max M. Stollar, brakeman, Elko, NE., 29 years, 2 months.

Ernest J. Swanson, clerk, San Francisco, 29 years, 2 months.

Earl A. Thompson, superintendent signals, San Francisco, 40 years, 5 months.

Edward D. Vinson, brakeman, Sacramento, 32 years, 2 months.

Harlan W. Walker, Sacramento Northern Ry. engineer, Sacramento, 23 years, 1 month.

Willie Wilson, laborer, Oakland, 9 years, 5 months.

Homer D. Wolf, conductor, Stockton, 35 years, 4 months.

Raymond T. Woodward, conductor, Winnemucca, 39 years, 3 months.

## Western Pacific 1977 Savings Bond Drive



"I personally purchase U.S. Savings Bonds through the Western Pacific payroll savings plan," says Robert G. Flannery, President, during a recent ceremony in front of a decorated locomotive #1776. Keith E. Russon, Area Manager (left), and Marianne Weigel,

State Director, U.S. Savings Bonds Division, Treasury Department, presented a 'symbolic' Savings Bond to President R. G. Flannery and W. D. Brew (right), Corporate Secretary and WP Savings Bond Campaign Chairman to draw attention to the June 6-17, 1977 Bond drive.

### Join and Save in '77

When it comes to knowing a good thing when they see it, America's working men and women take a back seat to nobody. So, as you might expect, members of organized labor form a big majority of the 9½ million Americans now enrolled in the Payroll Savings Plan for U.S. Savings Bonds.

Today, E Bonds offer the highest

interest rate in their history—a full 6% when held to maturity of only 5 years, with a first-year rate of 4½%. Interest is exempt from state or local income tax, and Federal tax may be deferred. And they are completely safe, protected against loss or theft and with principal and interest fully guaranteed.



## "Taking Stock"

Payroll Savings makes it easy to build a nestegg. The money is set aside for you before you even see it. Your signature on the card takes only a minute, but it can lead to great things—maybe college for your children, or extra security for your own retirement. Whatever it is you want for your future, Payroll Savings and U.S. Savings Bonds can get you there.

Taking stock in tomorrow is what "Take Stock in America" is all about. So why not sign up today? Join the 500 Western Pacific employees who are NOW enrolled in the payroll savings program with U.S. Bonds.

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 are in multiples of \$3.75, ie: \$7.50, \$15.00, \$18.75 etc. etc.



DECLARATION OF INDEPENDENCE

**Sign up  
for  
security.**

## 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. You receive 6% interest with a maturity date five years from purchase. Bonds may be cashed anytime after sixty days from issuance.

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, (2) in the 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—in operation at Western Pacific — permits Savings Bonds to be purchased 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.

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, health.



Red, White & Blue locomotives #1776 and 1976 will carry a new herald starting in June, 1977. The official U.S. Savings Bond logo

will be carried on the side of the locomotives as a reminder to Join and Save in '77.

## Savings Bond Campaign — June 6-17, 1977

### HERE'S HOW YOUR MONEY GROWS IN U. S. SAVINGS BONDS

#### SERIES E—MONTHLY ACCUMULATIONS\*

Monthly Savings	1 yr.	3 yrs.	5 yrs.	10 yrs.	15 yrs.
\$ 3.75	\$ 45	\$ 143	\$ 251	\$ 596	\$ 1,059
6.25	76	239	420	998	1,774
7.50	91	286	504	1,197	2,129
12.50	151	477	840	1,995	3,548
18.75	228	719	1,266	3,008	5,349
25.00	304	957	1,686	4,006	7,123
37.50	456	1,438	2,532	6,016	10,699
56.25	684	2,156	3,799	9,024	16,048
75.00	912	2,875	5,065	12,033	21,397
150.00	1,824	5,750	10,130	24,065	42,794



Take Stock in America  
Buy U.S. Savings Bonds







# SERVICE AWARDS

## January-June 1977

### 45-YEAR AWARD

J. L. Miller Roadmaster Stockton

### 40-YEAR AWARDS

E. W. Steuben	Electrician	Sacramento
L. W. Bond	Painter	Stockton
J. R. Rossi	Office Manager-Executive Dept.	San Francisco
G. M. Metzdorf	Superintendent-SN and TWS	Sacramento
W. L. Spillman	Locomotive Engineer	San Jose
F. U. Gilliam	Locomotive Engineer	Stockton
J. G. Howard	Genl. Supervisor-B&B	Sacramento
L. E. Maciel	Carman	Sacramento
F. D. Hillyer	Clerk	Stockton
E. E. Evers	Carman	Sacramento
E. E. Cronin	Locomotive Engineer	Portola
G. J. Widrig	Machinist	Sacramento
W. H. Harper	Clerk	San Francisco
W. A. Powell	Conductor	Portola
J. A. Osterdock	Locomotive Engineer	Stockton
B. O. Perkins	Conductor	Salt Lake City
L. E. Thomas	Conductor	Elko
A. M. Allen	Asst. to V.P. Marketing	San Francisco

### 35-YEAR AWARDS

J. H. Brown	Director-Rules & Safety	San Francisco
E. E. Evans	Chief Clerk-Industrial Development	San Francisco
B. L. Green	Storekeeper	Oroville
E. Madsen	Clerk	San Francisco
G. E. Bowers	Internal Auditor	San Francisco
J. L. Rush	Conductor	Portola
R. W. Tidd	Conductor	Oroville
D. H. Miller	Locomotive Engineer	Oakland
R. L. Holt	Locomotive Engineer	Keddie
N. F. Brown	Locomotive Engineer	Salt Lake City
J. E. Miller	Yardmaster	Oroville
R. V. Wright	Conductor	Oroville
W. F. Royal	Sr. Systems Analyst	San Francisco
E. L. Nielson	Dispatcher	Sacramento
H. B. Dessel	Machinist	Sacramento
S. E. McVean, Sr.	Office Manager-Transportation	San Francisco
F. M. Rankin	Terminal Superintendent	Salt Lake City
P. E. Scott	District Agent	Sacramento
A. D. Downer	Conductor	Oroville
H. G. Eckenroad	Conductor	Portola

A. L. Quigley  
R. P. Joy  
G. W. Maybury  
R. W. Applegate  
J. C. Cooper  
R. W. Lawrence  
I. N. Gilbraith  
H. E. Beem  
J. H. Kaler  
H. J. Wallock  
G. C. Spencer  
R. J. Fisher  
R. C. Morris  
H. E. Baldwin  
D. L. Naylor  
J. C. Caughey  
W. D. Brew  
R. F. Brew  
A. J. Carlson, Jr.  
E. L. Dunn  
J. Mlakar

Locomotive Engineer  
Locomotive Engineer  
Switchman  
Locomotive Engineer  
Conductor  
Conductor  
Conductor  
Locomotive Engineer  
Locomotive Engineer  
Clerk and Mileposts Correspondent  
Car Foreman  
Locomotive Engineer  
Manager Admin. & Planning (WPT)  
Gen. Supervisor Car Util.  
Head Crew Clerk  
Machinist  
Director-Taxes Corp. Sect.  
Office Manager-Rules & Safety  
Car Foreman  
Conductor  
Clerk

Winnemucca  
Stockton  
San Jose  
Portola  
Portola  
Portola  
Winnemucca  
Sacramento  
Milpitas  
Elko  
Sacramento  
Oroville  
Oakland  
San Francisco  
Sacramento  
Oroville  
San Francisco  
San Francisco  
Stockton  
Portola  
Portola

### 30-YEAR AWARDS

C. L. Rowe  
D. C. Kessler  
M. H. Robinson  
W. N. Mortensen  
R. N. Ramos  
C. Prieto  
E. L. Field  
J. R. Largent  
P. H. Huston  
P. T. Bauer  
P. E. Parmenter  
E. M. Obenshain  
J. Duyn  
G. E. Ingle  
C. V. Blagg  
B. N. Gage  
H. F. Hamilton

Chief Dispatcher  
Clerk  
Laborer  
Carman  
Carman  
Section Stockman  
Signalman  
Carman  
Laborer  
Diesel Foreman  
Clerk  
Clerk and Mileposts Correspondent  
Clerk  
Manager Property Taxes  
Signalman  
Clerk  
Asst. Manager-Commerce Divisions

Sacramento  
San Francisco  
Sacramento  
Oakland  
Stockton  
Oroville  
Oroville  
Portola  
Oroville  
Stockton  
Stockton  
Stockton  
San Francisco  
San Francisco  
Stockton  
Stockton  
San Francisco

### 25-YEAR AWARDS

J. E. Vlasak  
C. E. Bossen  
L. C. Ramsey  
D. L. Loftus  
G. L. Neilson  
N. J. Davis  
J. H. Milton, Jr.  
A. A. Munozledo  
G. Asay  
R. W. Rouse  
C. C. Skinner  
L. P. Swanson  
G. A. Ross  
D. J. Stevens  
M. K. Anderson  
A. D. Lynch  
J. V. Leland  
W. R. Western  
E. B. Hamilton

Supervisor-Signal & Comm.  
Supervisor-Signal & Comm.  
Welder  
Director Intermodal Development  
Signal Supervisor  
TCS Maintainer  
Lineman  
Foreman  
Switchman  
Sales Manager  
Asst. Chief Clerk  
Carman  
Secretary to VP Finance  
Asst. Rate Quotation Clerk  
Engineer-Track, Structures  
Signalman  
Clerk  
Clerk  
Brakeman

Keddie  
Winnemucca  
Oakland  
San Francisco  
Keddie  
Shafter, NE  
Winnemucca  
Oakland  
Sacramento  
Seattle  
San Francisco  
Oakland  
San Francisco  
San Francisco  
Sacramento  
Gerlach  
Oakland  
Stockton  
Stockton

## Service Awards—January-June 1977

### 20-YEAR AWARDS

T. A. Atkins	Machinist
H. A. Knappe	Communication Supervisor
R. C. Ditmanson	Dispatcher
C. E. Lear	Clerk
D. L. Acker	Conductor
G. J. Manikas	Machinist
D. R. Macleod	Manager-Wire Chief
N. Laba	Clerk
J. A. Dietz	Clerk
J. Osmetti	Carman
P. M. Burch	Diesel Foreman
R. M. Berreth	Carpenter Helper
D. L. Lane	Conductor
C. F. Rush	Conductor
J. W. Hammond	Locomotive Engineer
R. A. Burhans	Conductor
G. A. Schuetter	Conductor
J. M. Littlefield	Locomotive Engineer
G. J. Cooper	Brakeman
R. L. Morgan	Brakeman

Stockton
San Francisco
Sacramento
Oroville
Portola
Sacramento
San Francisco
Fremont
Fremont
Portola
Oroville
Sacramento
Oroville
Portola
Salt Lake City
Winnemucca
Portola
Salt Lake City
Portola
Portola

### 15-YEAR AWARDS

G. T. Schlemminger	Clerk
G. L. Housen	Sheetmetal Worker
R. D. Reynolds	Engineer Planning
W. R. Manning	Engineer
J. Mendoza	Carman
T. F. Grajeda	Carman
D. J. Hedge	Hostler Helper
R. H. Sanchez	Machine Operator
H. G. Dopp	Asst. Storekeeper
M. E. McCullough	Clerk
C. D. Jones	Roadmaster
E. L. Mohatt	Switchman
R. L. Morelock	Equipment Operator
T. C. Olsen	Asst. Genl. Manager-Pricing Services
R. B. Gaudard	Conductor
D. L. Martin	Brakeman
A. F. Daluz	Clerk
A. G. Mendoza	Dispatcher
J. E. Marley	Supervisor MW Equipment
R. H. Couch	Machine Operator

San Francisco
Stockton
San Francisco
Keddie
Stockton
Milpitas
Stockton
Wendover
Stockton
Stockton
Winnemucca
Oroville
Western Division
San Francisco
Oroville
Oroville
San Francisco
Sacramento
Elko
Keddie

### 10-YEAR AWARDS

D. D. Fells	Bridge Foreman
J. M. Jessen	Roadmaster
P. C. Sanchez	Dispatcher
J. E. Demurei	Track Lubricator Maintainer
R. M. Martin	Machinist
S. J. Pirtle	Sheet Metal Worker
D. E. Camp	Clerk
D. L. Seely	Clerk
A. Villalpando	Dumpor Operator
D. W. Colen	Carman

Stockton
Sacramento
Sacramento
Keddie
Oakland
Stockton
Stockton
Fremont
Keddie
Stockton

R. D. Trost	Electrician
R. Navarro	Laborer
A. Jacobo	Carman
J. W. Smith	Carman
G. R. Slobig	Machinist
L. H. Landerman	Clerk
C. J. Gabaldon	Accountant
C. T. Mallory	Transportation Superintendent
D. L. Morris	Brakeman
L. A. Lambert	Manager Transp. Cost Control
M. J. Sciortino	Carman
M. D. Weaver	TCS Maintainer
R. M. Wakefield, Jr.	Brakeman
L. S. Webb	Blacksmith
V. G. Prentiss	Clerk
D. M. Gass	Tidewater Southern Ry. Brakeman
R. M. Hein	Brakeman
A. M. Hill	Brakeman
J. Tensley	Brakeman
F. P. Harbin	Brakeman
R. L. Duvall	Brakeman
G. J. Morgan	Machinist
A. L. Bertholf	Carman

Stockton
Fremont
Sacramento
Sacramento
Stockton
Sacramento
San Francisco
Elko
Stockton
San Francisco
Milpitas
Portola
Portola
Sacramento
Stockton
Modesto
Portola
Sacramento
Oakland
Oakland
Oakland
Stockton
Stockton



Best wishes go to 35 year award recipient & Sr. Systems Analyst Bill Royal from the entire Management Services 'family,' (left to right): Bill Burnside, Fred Schiro, Larry Mullins, Connie Wood, Ron Winkler, Dennis White, Tony Quill, "Bill," Nancy Frederiksen, Dave Capel,

Pearl Aguda, Larry Barhes, Grace Castro, Kitty Sullivan, Rick Sprerkel, Gail Wright-director, Jon Vlasak, Randy Frakes, Jerry Fisher, Anita Espos, Amira Moranoff, Chuck Goff, Ed Flahive, Cora Peros, Jim Nokleby, Maize Dong, Bill Moore and Jean Chang.

## Service Awards



Director - Intermodal Development Don L. Loftus receives congratulations and his 25 year service award from Vice-President Marketing R. G. Meldahl at the San Francisco office.



Sr. Systems Analyst W. F. "Bill" Royal (center) receives congratulations and his 35 year service award from Director-Management Services Gail Wright joined by Bill Burnside in San Francisco.



Internal Auditor George E. Bowers (center) receives his 35 year service award and congratulations from Vice-President F. A. Tegeler (left) as W. P. Patterson looks on.



Asst. to Vice-President Marketing Art M. Allen receives his 40 year award from Vice-President Marketing R. G. Meldahl at the San Francisco office.



Chief Clerk Ernie E. Evans (center) receives congratulations and his 35 year award from Vice-President A. P. Victors (left) as Art J. Bugni looks on.

Executive Office Manager John R. Rossi (center) receives a 40 year service award and congratulations from President R. J. Flannery (left) and best wishes from A. E. Perlman at the San Francisco general office.



Editor's note: In our last (112 page, 280+ photos) Special issue of Mileposts, I over-looked one photo which is now included in this issue. In front for old Central Pacific 233 on the July 4th weekend in San Francisco are a few of the people who helped the 'spirit' of '76. Shown are the owner and staff of the 'famed' Eagle Cafe (across from pier 43 1/2), the train & engine crew of the Port Railroad of S.F., and WP Clerk and Mrs. Jim Mickelson (right), and their son (third from the left). ALSO: a special thank you to photographer Bill Shippen of Chico for use (in last issue) of his great picture of 19 & 1776 on the North Fork Bridge, page 41.—(P. G.)



## PORTRAIT OF A SILVER LADY

*The Train They Called The "California Zephyr"*

The pride of the Western Pacific snakes gently down through Niles Canyon on an Autumn afternoon in 1968. (Ted Benson.)

by Bruce MacGregor  
and Ted Benson



With the last rays of the sun stealing through the windows of the cab, engineer Gordon Addis carries Number 17 home to Oakland. (1970, Ted Benson).



The air was hot and the work hard but meals fit for a king evolved from the dining car galley on the Zephyr. (Photo: Ten Benson.)

PORTRAIT OF A SILVER LADY is *the* illustrated history of the famed "California Zephyr," her scenic route from Chicago to the Pacific Coast, her people, places, life and times. In approximately 370 pages, divided between nearly 100,000 words of text and more than 400 photographs, the most comprehensive history of the CZ ever published is presented in quality hardcover book form.

PORTRAIT OF A SILVER LADY devotes a quarter of its text chapters to the history of the Western Pacific Railroad and the WP's pivotal role in the "California Zephyr" operation. The early beginnings of WP's passen- WINTER '76 · SPRING '77

ger service is portrayed in large-format glass plate photography, along with equally rare views of WP's construction days and the connecting Rio Grande passenger services. The text traces the full history of the railroad, from the early competition with the Southern Pacific (oftentimes at gunpoint), to the giant legal battle of the SP "control" decision in the early 1960's. The corporate and operational patterns of the old Gould "Scenic Lines" is portrayed as well, detailing the WP-Rio Grande-Burlington cooperation that led to the pioneer passenger pool's "Exposition Flyer" and eventually to the "California Zephyr" herself.



A young lady gets assistance at Pleasanton from a helpful porter Art Jones and brakeman Ernie Von Ibsch. (1970—Photo: Ted Benson.)

PORTRAIT OF A SILVER LADY is, overall, a testament to the genius of the "California Zephyr" and her operators. The train is covered inside and out, from every conceivable viewpoint. Presidential files, previously unavailable to the historian, provide a rare glimpse into the decision-making that resulted in the "Zephyr's" speedy schedule and fine service. Interviews with WP Presidents-emeritus Fred Whitman, Myron Christy and Al Perlman provide intimate details of how the train was equipped and operated. Perlman, a legendary figure in American railroading, reveals for the first

time why the Rio Grande was the only railroad in *Zephyr's* trio of owners who chose Alco PA and PB passenger diesels over EMD's products. The train's memorable dining services are covered from a ring-side seat as WP commissariat Bill Powell and chef John Norford reveal their strategies that kept the CZ's menus on a par with the world-famous Cunard Steamship line. Barney Osborne spins stories about the waiters that provided "Zephyr's" fabulous diner service, and porter Jim Coleman talks about the train's guest list like a "Who's Who" of American businessmen. SIL-

VER LADY is also a portrait of the men that made the train run, men like engineer Gordon Addis, conductor Don Downer, and Carman Bill Phelps. Finally, through the contemporary comments of Western Pacific attorney Walter Treanor, the text chronicles in detail the legal struggle to terminate the CZ service when its profits, like dozens of other long-haul passenger trains, had vanished.

PORTRAIT OF A SILVER LADY is also a testament to some of the finest photographers in western railroading. From the glass-plates of Beam, Curtis and Roberts to the high-speed films of contemporary photographers like Richard Steinheimer, Mel Patrick, Robert Olmsted, Richard Kindig, Charles Fox and Tom Brown, the book concentrates over 70 years of rail documentation into a moving visual narrative. Notable WP camera artists like Arthur Lloyd, Lee Sherwood and Jon Brenneis contribute to the display,

along with Guy Dunscomb, master historian of the Western Pacific, and the author of a full-scale WP steam era history currently in preparation. Two color plates are included in the book, complemented by a dust jacket watercolor by renowned industrial illustrator Howard Fogg. The Fogg painting is also reproduced as the frontispiece to the book, with a foreword written by TRAINS Magazine editor David P. Morgan. For maximum viewing advantage, the book is attractively laid out in horizontal format.

PORTRAIT OF A SILVER LADY is available at pre-publication special price of \$30.00, *direct from Pruett Publishing Company*. This offer is good through December 31, 1977, at which time the price will be \$35.00. Publication is scheduled for June, 1977.

**Pruett Publishing Company**  
3235 Prairie Avenue  
Boulder, Colorado 80301  
publication date: June, 1977



Photographer Ted Benson, Author Bruce MacGregor and Trains magazine editor David P. Morgan discuss up coming book on the occasion of the first run of steam over "Donner" in more than a decade. Photo taken at Reno in June, 1975. P. G.



The Western Pacific passenger train "Royal Gorge" pulls into Doyle, California on a warm August day in 1950. A passing section crew looks on at a consist of heavyweight cars and a steam generator car. (Photo: Arthur L. Lloyd.)



A signal light stands as a lonely sentinel as #17 the California Zephyr makes its last run into the setting sun at Valpico. (3-22-70 Photo: Ted Benson.)

## 1977 Picnic Dates Announced

R. C. Marquis, Vice President-Operation has announced the upcoming Western Pacific employee Golf Tournament and Picnic dates for 1977. This year the Eastern Division will host their own Picnic at Elko, Nevada. The 1977 W. P. picnics for employees and their families, will be held on the following dates and locations:

### Oroville Yard and East:

**Date:** Saturday, May 28, 1977

**Location:** Golf Tournament; Graeagle Meadows Golf Club (South of Blairsden on Highway 89). Picnic: Feather River Preparatory School (Highway 70 at Mohawk Road, ¾ mile west-Portola).

### Oroville Yard and West:

**Date:** Saturday, June 25, 1977

**Location:** Golf Tournament; Elkhorn Country Club, Stockton (Davis Street and 8 mile road). Picnic: Micke Grove Park and Zoo, Lodi, Ca. (Micke Grove Road near Armstrong Road).

### Portola and East:

**Date:** August 20, 1977

**Location:** Golf Tournament; Elko Municipal Golf course. Picnic: Elko City Park.

## Reservations

Committee Chairman J. H. Brown (Dir. Rules & Safety) advises all employees interested in attending their 1977 Golf Tournament and Picnic to pick up their reservation brochure at the district office prior to Picnic dates!

No fees for picnic and refreshments!  
Prizes for ladies and men!



**"Keddie, 7:35 a.m.,  
June 25th, 1939"**

**Photo Album (#9)**

On this early June morning, in 1939, Extra 259 West meets the eastbound passenger "Feather River Express" at Keddie, California in the Feather River Canyon. After a passenger stop at the station, the "Express" moved up to the east end of the Keddie yard to take water and meet one of

Western Pacific's proud new 250 class (2-8-8-2) 'articulated-malleys.' These malleys (#251 to #260) were assigned almost exclusively to heavy freight service in the Canyon between Portola and Oroville. In the late 40's a few malleys were assigned to the Keddie to Bieber run. This 1939 photo illustrates the last decade for steam power with all meets by train orders, and the last of the standard steel coaches and sleepers on the WP. By 1950 many new diesels had taken over the locomotive duties of the old (and

new) steamers and the traffic controlled signaling was near completion thus ending the need for written orders on the main line. The shining new stainless steel California Zephyr was now the 'only way to travel east or west.' Photo by Guy L. Dunscomb of Modesto, Ca., and from a new book "Portrait Of A Silver Lady." (June, 1977)

Editor: Paul Gordenev

# News Report...

Western Pacific

## Employees Medical Plan

The most significant change in this department occurred in October 1976 when Incorporation, which had been started about 1963, was finalized. This causes no change in medical coverage but brings the plan into a better legal position for protection of participants. About the only change you will notice is the name. It is now the Western Pacific Employees Medical Corporation. The corporation is still supported entirely by your dues, and its goals is to furnish the best possible medical and hospital coverage at the lowest possible cost. At a January board meeting some changes were made in rules. For the most part these

were to make the wording more understandable. A new summary of benefits and exclusions indicating changes will be sent to each member in the near future along with the new By-Laws and Rules Booklet which will soon be in print. Now for the bad news. As one can see from the following financial report the 1976 expenses exceeded income by \$174,700. This brings us to a point that a substantial dues increase is mandatory to maintain solvency. An actuarial study was done which estimates an increase in expenses of at least 20% for 1977. The following dues for the remainder of 1977 have been authorized.

Active employees 50.75 per month  
(20.07 paid by Company)  
(30.68 salary deduction)

Retired employees &  
spouses under age 65 41.00 per month

Medicare members and  
spouses

17.50 per month  
Ruth Fleming, M.D.  
Administrator

WESTERN PACIFIC EMPLOYEES MEDICAL CORPORATION  
ACCUMULATIVE COMPARATIVE REPORT FOR CURRENT FISCAL YEAR AND PRECEDING YEAR

<u>INCOME</u>	<u>1976</u>	<u>1975</u>	<u>Increase (Decrease)</u>
Dues (Active Employees Under Age 65)	1,036,220	1,011,195	25,025
(Retired Employees Under Age 65)	61,336	48,117	13,219
(Spouses Under Age 65)	65,355	53,182	12,173
(Active Employees Over Age 65)	6,363	6,883	(520)
(Retired Employees Over Age 65)	103,358	92,693	10,665
(Disability Medicare Employees Under 65)	4,757	4,478	279
(Spouses Over 65 - Medicare)	57,416	47,440	9,976
(Spouses Disability Medicare Under Age 65)	1,556	1,240	316
	<u>1,336,361</u>	<u>1,265,228</u>	<u>71,133</u>
Miscellaneous Income	14,218	13,327	891
<b>TOTAL INCOME</b>	<b>1,350,579</b>	<b>1,278,555</b>	<b>72,024</b>
<u>EXPENSES</u>			
Medical-Surgical	302,002	308,634	(6,632)
Hospital	391,881	380,087	11,794
Outside Medical	496,416	340,840	155,576
Administrative	137,874	114,658	23,216
Medicare Supplement	197,104	147,407	49,697
<b>TOTAL EXPENSES</b>	<b>1,525,277</b>	<b>1,291,626</b>	<b>233,651</b>
<b>NET CREDIT (DEFICIT)</b>	<b>(174,698)</b>	<b>(13,071)</b>	<b>(161,627)</b>

	<u>EMPLOYEES UNDER 65</u>		<u>SPOUSES UNDER 65</u>		<u>MEMBERS OVER 65</u>	
	<u>1976</u>	<u>1975</u>	<u>1976</u>	<u>1975</u>	<u>1976</u>	<u>1975</u>
<b>INCOME</b>	1,097,556	1,059,312	65,355	53,182	173,450	152,734
<b>EXPENSES: Adm-Misc. Inc*</b>	61,828	50,667	6,185	5,064	55,642	45,600
Medical Expenses	1,118,716	961,455	71,587	68,106	197,103	147,407
<b>Total Expenses</b>	<b>1,180,544</b>	<b>1,012,122</b>	<b>77,772</b>	<b>73,173</b>	<b>252,745</b>	<b>193,007</b>
<b>NET CREDIT (DEFICIT)</b>	<b>( 82,988)</b>	<b>47,190</b>	<b>(12,416)</b>	<b>(18,988)</b>	<b>(79,295)</b>	<b>(40,273)</b>

\* Total Administrative Expense: 137,874  
Less Misc. Income - 14,218  
123,656

50% to Employees Under 65 61,828  
45% to Employees Over 65 55,642  
5% to Spouses Under 65 6,185  
123,656

April, 1977

WINTER '76 - SPRING '77





# Caboosing

## PORTOLA



Karen Thomas, Jane McCormick



Best wishes for a happy retirement go to Conductor C. A. Morgan on his retirement after 35 years service. Photo shows him "tying up" after his last trip.



As is typical of most of California this year, Portola has seen one of the driest winters on record with the heaviest storms (about three) dumping only 4 to 6 inches of snow. We have not experienced a critical water shortage locally as of yet, but the summer ahead promises to be hot and dry with an increase in the fire danger and the possibility of water rationing.

Our Bicentennial Year closed with many friends and fellow employees taking their much deserved retirements. Conductor C. A. MORGAN retired October 31, 1976 after serving Western Pacific for 35 years. Conductor E. L. NIELSEN also retired near the close of '76 and had 35 years of service. Both the Morgans and the Nielsens reside in Portola. Conductor CHARLES SERVIA took his retirement effective December 31, 1976 with almost 37 years of service. Mr. Servia last worked as a Brakeman on the Reno Local before his retirement. He and Mrs. Servia have made their residence in Sparks, Nevada.

A retirement party on December 11th honored the recent retirements of Clerks H. D. "HAP" MANIT and R. A. "DOBY" DORE. Many close friends and employees enjoyed a delicious dinner and listened as Hap and Doby related interesting railroad experiences from their past careers. While Hap worked all his years at Portola, many will remember Doby as the Agent at Herlong. When the Herlong Agency was closed, Doby and his wife moved to Portola where he finished up his service with Western Pacific. Good wishes were bestowed and each were presented with miniature trains made by Clerk Mrs. MARION CRUMPACKER.

Word was received that retired Roadmaster and Mrs. A. A. SCHUETTER have just returned after spending an enjoyable month in Palm Springs, and retired Yardmaster and Mrs. HANK PARRISH have sent greetings from Arizona where they have spent much of the winter. Oh you lucky retirees!



Happy Retirement to Telegrapher R. A. "Doby" Dore on his retirement. Photo taken on his last shift at the Portola office.

Noble Wakefield, who had been an engineer and retired for several years, died last month following an accident at his home in which he was seriously burned. His son, ROBERT M. WAKEFIELD, SR., and grandson ROBERT M. WAKEFIELD, JR. are currently serving Western Pacific in the capacities of Engineer and Brakeman respectively.

Everett Humphreys had retired about five years ago after working as a Clerk at Portola for many years. Mr. Humphreys was visiting out of state when he was stricken. Funeral services were held in Portola.

Word was received recently that retired Conductor L. T. VAN ALLEN passed away, Saturday, March 19th at Hayfork, Ca. Mr. Van Allen had moved to Hayfork following his retirement last August.

Congratulations to Mr. and Mrs. LEIGHTON HIBBS and family upon the birth of their third son, Clinton Cory, born in San Jose, March 22, 1977, weighing in at 8 lbs. Paternal grandparents are Mr. and Mrs. L. E. Hibbs, Jr. and maternal grandparents are Mr. and Mrs. Al Vizina. Mr. Vizina proudly reported that this was their fifteenth grandchild.



Congratulations and many happy returns go to Mr. and Mrs. L. P. Baker on their Portola wedding this past November, 1976.

Congratulations are in order to Mr. and Mrs. L. P. BAKER on their wedding last November. Mr. Baker, who worked previously as a Switchman and then Yardmaster at Oakland, and the former Diana Neely have made Portola their new home.

Our condolences to the families of CLAUDE REAVIS, NOBLE WAKEFIELD, and EVERETT HUMPHREYS. Retired Conductor Claude Reavis passed away in Portola last fall after a lengthy illness.

If any MILEPOSTS reader has stork news to report, please let me know so the families may be congratulated in the next issue. And we would like to include a "first" picture of the new 'little one' . . . or two. . .

We received the following note from Mrs. Robert Lee, 245 So. 2nd Street, Tooele, Ut. 84074. Our condolences to the family of retired section foreman VERNON N. RICHINS of Doyle, California, who passed away on February 9, 1977, after a lingering illness. Vernon had been with the UP for 12 years before coming in the WP in 1931. He was section foreman at Doyle at the time of his retirement on February 9, 1962. He had a total of 43 years of railroad service. He was born in Echo City, Ut. and married Virginia Ball of Coalville, Ut. They have three daughters: Mrs. Ben Knight and Dorothy Vaughan—both of Doyle, Cal., and Mrs. Robert E. Lee wife of signal maintainer BOB LEE of Burmister, Ut.

**OROVILLE**

A. I. Reichenbach, Jr



First of all we should set the record straight . . . HELEN R. SMALL, retired Trainmasters Clerk is *NOT* dead as reported in MILEPOSTS. Helen was at our Annual Credit Union Dinner and was very happy to be there in view of the reported demise.

A few of our local people have taken some vacation time. T&T Operator PETE DETLEFSEN and Conductor GILBERT MCGARR journeyed to New Orleans and witnessed part of the Mardi Gras.

Clerk JOE Y'BARRA took his vacation and Clerk JOHN H. FOLKNER went on his vacation to Nebraska to visit relatives.

Congratulations to all Oroville area employees receiving their Service Awards: Conductor A. L. CARPENTER (35 years), Locomotive Engineer H. M. LIGHTLE (35 years), Yardmaster J. E. MILLER (35 years), Track Foreman V. P. GRAY (25 years), Clerk C. E. LEAR (20 years), Clerk D. A. MCLAIN (10 years) . . . My how time do fly....



Conductor A. L. Carpenter (left) receives congratulations and his 35 year service award from R. E. Sherwood (TM) at Oroville.



Locomotive Engineer H. W. Lightle (left) receives his 35 year service award and congratulations from R. E. Sherwood (TM) at Oroville.



Yardmaster J. E. Miller (right) receives his 35 year service award and safety jacket from R. E. Sherwood (TM) at Oroville.



Section Gang Foreman Vic Gray (center) receives his 25 year service award and safety jacket from R. E. Sherwood (TM) at Oroville as Mrs. Gray looks on.



Clerk C. E. Lear (right) receives his 20 year service award and safety jacket from R. E. Sherwood (TM) at Oroville.



Clerk D. A. McLain (right) receives his 10 year service award and safety jacket from R. E. Sherwood (TM) at Oroville.

Our Annual W.P. Credit Union meeting was held at the Veterans Hall and was well attended. Lots of good food and the meeting was followed by a Bingo session. The election results as follows: Treasurer A. I. REICHENBACH; Directors N. I. STANTON, R. T. PRICE, J. H. FOLKNER, J. M. REED, L. I. SINGLEY, SID LOVE, and Manager M. A. MCLAIN. Supervisory Committee is composed of CAROL MCLAIN, BARBARA BYE, LOIS LEISHMAN, and CLARA BUMP. Our Credit Union is in fine condition and we hope to continue our service to our members.

Oldtimers at the meeting included: ED. REEDY, Conductor; W. F. "BILL" CHANDLER, Manager, REA; HELEN SMALL, Trainmasters Clerk; W. R. TURNER, Engineer; GORDON ADDIS, Engineer; L. T. VANALLEN, Conductor; WAYNE GEIL, Trainmaster; A. B. TEDD, Clerk; H. Q. PARKER, Engineer; D. E. MORFORD, Switchman; H. B. KELL, Carman; F. E. THOMAS, Mechanic; PEDRO AGUILERA, B&B; BURR OUTLAW, Engineer; E. L. MCCANN, Special Agent, and R. RANDALL, CZ porter. All the foregoing are retired and were in most part, accompanied by their wives.

We saved our depot by finally selling to a party who is in the process of turning it into a restaurant type facility. Locally everyone is quite pleased that the old Depot will not be destroyed. After all, it is quite an old landmark.

Welcome to J. E. "JACK" BRENNAN who has returned to work as T&T Operator.

Switchman M. D. MARGLIN has been doing well in the local golfing area, a recent 79 put him in the lead in his flight.

With our current lack of water, as being experienced throughout the state, our beautiful Lake Oroville looks pretty shabby. It is about 170 feet below the full mark of 900 feet elevation. We only have one launching ramp that is currently in operation. Still we are catching fish.

To MILEPOSTS: Congratulations on a magnificent "Bicentennial Edition" ... Rick.

## SACRAMENTO SHOPS

Herman F. Schultze



There were over 100 members present at the Western Pacific Sacramento Employees Federal Credit Union Annual Meeting this year. All enjoyed an excellent meal with lively dance music and dancing after the meeting. Our thanks to CUIP Insurance of Jackson, CA. for their donation of door prizes. DON GRANADE, carman, and LINELL SIGOUIN were elected to the Board of Directors and "CHRIS" RASPA to the Credit Committee. At

the Board of Directors meeting, RICHARD KINZEL, retired carman, was elected President; DON GRANADE, Vice President; LINELL SIGOUIN, Treasurer; and MARY MCPOLL, Secretary. With this core of officers, another successful year is in sight.

The Sacramento Chapter of the National Association of Railway Business Women was honored on February 15 to have as their dinner guests at the Holiday Inn-North Past National President Elinor Prize and Mrs. R. W. "Margie" Mustard, wife of Chief Mechanical Officer Mustard. These two lovely ladies are both from Cleveland, Ohio and have been close friends since childhood. The dinner meeting was preceded by a cocktail party at the home of JEAN SMITH, shop clerk, which was attended by the two honored guests: MARCELLA SCHULTZE former shop clerk; EDNA SPRATT, retired nurse, Sacramento Shops; and a group of NARBW members from Southern Pacific.

Now, here's a hobby!!! C. F. KING, carman, builds airplanes. Not models, but the real thing. He is now completing his second plane, a Model PL-1, named after the designed L. Pazmany.



MILEPOSTS



It is a low wing two-seater, fully acrobatic with a 10 Gs positive stress. It has a full panel and a 720 channel radio, a 28 foot wing span. Will cruise at 2,350 RPM, with a red line at 175 MPH. King has over 7,260 hours building time in the plane and expects to run a taxi test this summer. As his home is right at the Airport, everything is convenient for the test. Good luck!

RAY RETALLIC, machinist, and wife Dorothy visited 5 delightful ports-of-call while on their Caribbean cruise. RALPH WARD, machinist, and wife Charlotte spent a relaxing week at the Riviera Hotel in Palm Springs, which Ralph says "has more than the comforts of home."

## STOCKTON



Elaine Obenshain, Wm. H. Lane

"Welcome back" to MILEPOSTS correspondent ELAINE OBENSHAIN who has been on a long sick leave from the Stockton office.

WINTER '76 - SPRING '77

Retirees during the past year were: Conductor MILTON E. MCCANN—employed August 12, 1937—retired March 2, 1976. Conductor L. E. SMITH—employed Feb. 19, 1942—retired Aug. 31, 1976. Engineer HAROLD J. DUFOUR—employed Feb. 21, 1942—retired Sept. 1, 1976. Engineer FLOYD W. PADDOCK—employed Sept. 14, 1943—retired Sept. 5, 1976. Conductor HOMER D. WOLF—employed July 22, 1941—retired Nov. 5, 1976. Clerk BARBARA R. WILLIAMS—employed Apr. 16, 1944—retired July 31, 1976. Conductor SIDNEY W. WILLIAMS—employed Oct. 23, 1945—retired July 31, 1976.



Congratulations to Conductor Milton E. McCann on his retirement after 39 years service with WP. At Stockton following his last run are "Milton" (center) and K. L. Maybury (right) and H. K. Reese.

Switchman and Mrs. G. G. ATKINSON are the proud parents of Gerald Grant Atkinson, Jr., born May 31, 1976. Grandparents are retired Engineer and Mrs. H. D. ATKINSON.

Our deepest sympathy to the families of Switchman ROBERT E. PATTERSON who passed away February 16, 1976; retired Conductor EDMOND G. (GRADY) PARROTT who passed away April 1, 1976; Conductor JAMES W. WOODS, who passed on in November 1976; Water Service Maintainer EUGENE A. BEEMAN, who was killed in an auto accident February 2, 1977; and retired Engineer FRANK F. LEMON, who passed away February 5, 1977.

July 1, 1976 Terminal Trainmaster LIEF HYLLEN was promoted to Terminal Superintendent, with headquarters at Sacramento. Switchman JOSEPH A. PETITT was promoted to Terminal Trainmaster, with headquarters at Stockton.

On February 5, 1977, the Stockton Western Pacific Employes Credit Union held their 23rd annual meeting at the Italian Athletic Club, Stockton, followed by a dinner dance for members. Treasurer ESTHER PILATTI declared a dividend of 6% for 1976. Membership as of December 31, 1976 totalled 1174; assets were \$1,414,184.00; shares \$1,030,330.00 and loans \$1,481,091.00. In addition to Mrs. Pilatti the office force consists of BOB LEICHT, Assistant Manager, BETTY GWINNUP and JOANN JENKINS

Clerk BARBARA R. WILLIAMS retired July 31, 1976, with 32 years 3 months service. Barbara was first employed by the Western Pacific as PBX Operator at Marysville on April 16, 1944; later moved to Stockton where she worked various positions in the old Freight Office at Market & Union Sts.

She was Cashier-Ticket Clerk at the time the California Zephyr was discontinued in 1970. At the time of her retirement she was working Cashier-Demurrage Clerk at Stockton Yard Office. On July 30th her fellow-employees honored her with a decorated cake and coffee; the BRAC presented her with the golden spike plaque and L. J. Fischer, Jr. presented her with a Safety jacket for 32 years service without an injury.



Congratulations and best wishes go to Clerk Barbara Williams on her retirement after 32 years service. L. J. Fisher, Jr. presents "Barbara" a special 'safety jacket.'

Conductor SIDNEY W. WILLIAMS retired July 31, 1976, with 32 years 9 months service, having started to work October 23, 1945. Prior to that Sid worked as a Carman Apprentice and Clerk before going into the Army in 1944 where he served in the European Theater, and as a Brakeman on the Southern Pacific for a short time following his Army discharge. We wish both Barbara and Sid a long and enjoyable retirement.

We wish them all a long and happy retirement.

#### SALT LAKE CITY

Carol Suchan



Sympathy is extended to Retired Conductor I. L. KILGORE and family on the death of his wife, Helene, February 26, 1977 in Salt Lake City.

Sympathy is extended to Salt Lake Sales Manager JOHN HARKNESS and his wife on the tragic death of their son William Burt Harkness, age 24. Young Harkness was skiing at Snowbird, Utah when he was caught in an avalanche March 3, 1977.

Salt Lake BLE Lodge 846 held their first lodge party in over 20 years in the Fall of 1976 at Sugarhouse Park, Salt Lake City. Co-Chairmen for the event were G. S. THOMAS, G. F. PIRTLE and W. H. KNIGHT. A fun time was had by all who attended.



Retired engineers representing over 200 years service on the WP attending the Salt Lake City BLE Lodge party were: (row one) "Bish" Howell, S. F. Hiatt, "Hebe" Jones; (row two) M. W. Hammond and Ralph Aiello.



Attending the Brotherhood of Locomotive Engineers - Salt Lake City Lodge-party last fall were: (row one) B. G. Coulter, S. F. Hiatt, "Hebe" Jones, B. M. Sharp, G. S. Thomas; (row two) V. L. Mechling, H. O. Smith, F. A. Shrope, "Bish" Howell; (row three) J. E. Powers, J. W. Hammond, Ralph Aiello, G. F. Pirtle, S. L. Worthington, S. J. Worthington and M. W. Hammond.

**OAKLAND**  
Lu Wheeler



Congratulations to all the Oakland area WP employees receiving their service awards: Switchman DOVLEY FEE (40 years), Locomotive Engineer HAROLD L. SIEMENS (30 years), and now retired, and Chief Engineer GORDON PHELPS aboard the M/V Las Plumas (10 years).



Switchman Dovley Fee (left) receives congratulations and a 40 year service award from G. M. Christ (T-TM) at Oakland.



M/V Las Plumas Chief Engineer Gordon Phelps (left) receives congratulations and his 10 year service award from G. M. Christ (T-TM) at Oakland.



Locomotive Engineer Harold L. Siemens (left) receives his 30 year service award and best wishes from Jack Belmont (RFofE) at Stockton.

Our deepest sympathy for the family of retired clerk ROBERT L. HARRIGAN, who passed away March 23, 1977.

Our condolences to the family of engineer E. C. NEWMAN who died March 25, 1977.

We wish a speedy recovery to BETTY HILL, Roadmaster Secretary, who broke her hip—'get well soon.'

Thanks to VAL and MARILYN CATTANO for a nice send off Retirement dinner for yardmaster KENNETH and Evelyn CROUSE. Ken retired from the W.P. on February 23, 1977, after 23 years service with the company.



Ken Crouse (left), retiring Oakland yardmaster, receives congratulations and his "last" switch list from R. R. Ahearn.



Wishing Ken Crouse (center) a happy retirement are his son Gary and lovely wife Evelyn, at a party in his honor held recently in Oakland.

**SACRAMENTO**  
Lola Landerman



Congratulations for a long and happy retirement go to General B & B Supervisor JOHN HOWARD of Sacramento. John retired on December 31st with 38 years 10 months WP service. He first hired out as an Equipment Operator in March 1937. A cake and coffee reception was held for him in the Sacramento office. On February 26th a dinner was held in John's honor at the Sacramento Hyatt House with over 200 people in attendance.

Congratulations to Sacramento Northern Railway Yardmaster HAROLD L. GRINSHAW on his retirement after over 25 years service. His last position was as SN Yardmaster at Sacramento.



Receiving congratulations on the day of his retirement, B & B supervisor John Howard (third from left) poses with his wife and C. G. Yund (left), J. M. Dunn; and R. L. Meyer (right). John retired the W.P. with nearly 39 years service. (Photo by: Virgil C. Staff.)



Retiring General Bridge and Building Supervisor John Howard and his lovely wife were very pleased to be with the many friends and co-workers who attended the dinner in their honor. Among the gifts presented to John was a model railroad car crossing bridge. This was hand made by Roadmaster Jerry Jessen.



Sacramento Northern Railway Yardmaster Harold L. Grinshaw (right) receives congratulations, safety award and certificate of appreciation from SN/TWS Superintendent Glen M. Metzdorf at Sacramento. Harold retired with over 25 years service on the SN Ry.

#### SAN FRANCISCO

Linda Kane, Glorina Verner

Our sympathy to the family of retired yard clerk (at San Francisco) MERRILL JASPER BUTLER who died on February 26, 1977, at the age of 77. Merrill was born on June 8, 1899 and first went to work for the WP as a call boy at Winnemucca in September, 1919. He transferred to Sacramento in 1935 and to San Francisco in the same year where he remained until his retirement in 1962.

Best wishes go to S. H. SMITH (SMITTY) on his retirement on January 25, 1977. "Smitty" joined the WP on June 26, 1947 and completed nearly 30 years service. His first position was a commissary clerk in the dining car & hotel department which he held for over 20 years. In August, 1967 he transferred to the accounting department where he was head file clerk until his retirement.

Best wishes for continued long and happy retirement to Western Pacific's 8th President, MR. FRED B. WHITMAN. At a recent reception at his home in Oakland, four WP presidents were present, Mr. Whitman (1949-1965), MR. M. M. CHRISTY, MR. A. E. PERLMAN and President R. G. FLANNERY. Thanks to the camera of E. L. VAN DELLEN, MILEPOSTS can share this recent photo of FBW.

A wave and smile to his many active and retired friends from WP's 8th president, Mr. F. B. Whitman, now 78 years young.



MILEPOSTS

## General Chairman's Luncheon



Among the representatives attending the February, 1977 General Chairman's Luncheon were (l. to r.) Willard A. Hirst, Vice President, Brotherhood of Locomotive Engineers; R. G. Flannery, President and CEO, Western Pacific

Railroad; Tom Cutter, General Chairman, United Transportation Union; and Bill Miller, General Chairman, Brotherhood of Railway and Airline Clerks.

On February 25th, 1977, the General Chairman's Luncheon was held at the Sheraton-Palace Hotel. 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.



Clerk S. H. Smith "Smitty" receives congratulations and a "Gold Spike Award" from Bill Miller, General Chairman, BRAC, at a cake and coffee reception on "Smitty's" retire-

ment. Among those who attended were (l. to r.) John Mills, "Smitty," Bill Miller, Bob Edwards, Ben Knowles, and George Welch, Manager-Revenue Accounting.

# Railroad Retirement Information

## Railroad Retirement Reminders for the New Year

Many of the questions asked of the U.S. Railroad Retirement Board at the beginning of the new year center on taxes, Medicare and earnings limitations. The following is intended to answer some of the most frequently asked questions.

### 1. Are railroad retirement and survivor benefits subject to income taxes?

Regular railroad retirement and survivor annuities and lump-sum benefits are *not* subject to Federal or State income taxes and should not be listed on your tax return. On the other hand, *supplemental* employee annuities paid under the Railroad Retirement Act must be included along with other taxable income on your Federal income tax return. The Board will send annuitants a form early in 1977 that shows the total amount of supplemental annuity payments received in 1976. However, while supplemental annuities are subject to Federal taxes, they are, in the opinion of the Board's legal bureau, considered to be exempt from State income taxes.

### 2. Are either unemployment or sickness benefits paid by the Railroad Retirement Board taxable?

No.

### 3. In addition to my full-time railroad job, I had a part-time nonrailroad job in 1976. Both employers deducted retirement taxes and I think that too much retirement tax was withheld. Can I get a refund or credit?

If you worked for a railroad and a social security covered employer and your total earnings exceeded \$15,300 in 1976, excess retirement taxes should have been withheld from your wages. You should claim a withholding tax credit when you file your Federal income tax return (U.S. Individual Income Tax Form 1040, under *Excess F.I.C.A. Tax Withheld*.) This does not require an itemization of deductions.

### 4. I had some doctor bills in 1976 and have not filed with Medicare claims yet. Is there a time limit on filing Medicare claims?

For medical services received between October 1, 1975 and September 30, 1976, your Medicare claims must be submitted by December 31, 1977. You have until December 31, 1978 to file Medicare claims for medical services received between October 1, 1976 and September 30, 1977.

### 5. I am receiving a railroad retirement annuity and will reach age 65 in 1977. How do I file for Medicare?

Enrollment for both Medicare hos-

pital and medical coverage is automatic at age 65 for annuitants on the Board's rolls. Employees who have not retired by age 65 must file applications to get coverage. Medicare applications should be filed at a field office of the Board during the three months prior to the month of their 65th birthday. This will give them immediate coverage at age 65.

### 6. When I was 65 I declined the optional supplementary medical (doctor bill) coverage of Medicare. Can I apply for this coverage now?

Yes, individuals who declined or withdrew from medical insurance coverage or who were not enrolled at age 65 may still get this coverage. If they apply for medical insurance coverage during the first three months of 1977, their coverage is effective July 1, 1977. But, if they apply for coverage between April and December 1977, coverage is not effective until July 1978.

### 7. Will the Medicare medical insurance premiums increase in 1977?

The current basic medical insurance premium of \$7.20 a month increases to \$7.70 a month effective July 1977. Also, the Medicare hospital insurance deductible increases in January 1977. Beneficiaries are required to pay the first \$124 of hospital bills in 1977, \$20 more than the 1976 charge of \$104.

### 8. Do the earnings limitations that some annuitants are subject to increase in 1977?

Yes. In 1976, earnings above \$2,760 in the year could reduce certain railroad retirement benefits by \$1 for every \$2 earned over \$2,760, but benefits were not reduced for any month in which earnings were \$230 or less. In 1977, earnings in excess of \$3,000 may effect a reduction of \$1 for every \$2 earned over \$3,000, but benefits will not be reduced for any month in which earnings are \$250 or less.

### 9. Who is subject to these earnings limitations in 1977?

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 the earnings limitations have been notified by the Board as to how earnings will affect their annuities.

In addition to these earnings limitations, the annuity of any beneficiary is not payable for any month in which the beneficiary works for a railroad, and retired employees and their wives may not return to work for their last pre-retirement nonrailroad employer.

### 10. My railroad retirement annuity check was stolen from my mailbox last month. Is there any way I can avoid this in the future?

Yes. You can have your annuity checks deposited directly into your savings or checking account at a bank, savings and loan association, Federal or State chartered credit union or a similar organization. When you get your next check from the Board, bring that check to the financial organization where you have your savings or checking account and request direct deposit of your check into your account.

After you apply, it generally takes the Board 60 to 90 days to make the changes necessary for direct deposit. In the meantime, you would continue to receive your checks at your usual mailing address. After direct deposit begins, you will still receive any letters or notices from the Board at your home or mailing address. Therefore, even under direct deposit, you should notify the Board of any change in your home or mailing address.

## Applying for Railroad Sickness Benefits

If you become unable to work because you are sick or injured, complete the application within 7 days, have your doctor complete his part of the form and mail both sections of the form directly to the Bureau of Unemployment and Sickness Insurance, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611. Enclose the right-hand portion of your BA-6 form, but do not delay sending your application if you cannot locate your BA-6 form.

### 2. How does the new sickness application form help to speed up the initial sickness benefit check?

Following the processing of an application establishing entitlement, benefits are paid on the basis of bi-weekly claims. Previously, railroad workers who filed sickness benefit applications had to complete and return the first claim form sent to them after their application was processed before the initial benefit check could be issued. Since the new application form provides information sufficient to establish the first claim, payment can begin as soon as the application is processed.

### 3. I have an old (green) sickness application form at home. Should I obtain a new (orange) one to have on hand?

Use of the new application forms will help the Board to issue your first benefit check faster, if you become sick or are injured. But, the old form will still, of course, be honored.

### 4. What is the time limit on filing a sickness application?

Qualified railroad workers who are unable to work because of an illness or injury are eligible for cash benefits under the Railroad Unemployment Insurance Act. Sickness benefits are also payable to a woman employee who is unable to work because of pregnancy, miscarriage or childbirth.

Since prompt payment is important, the U.S. Railroad Retirement Board recently developed a new application form and revised its procedures to speed the payment of initial benefit checks.

The following questions and answers illustrate the steps employees can take to assure prompt payment when they apply for railroad sickness benefits.

### 1. How do I go about applying for sickness benefits from the Railroad Retirement Board?

An application for sickness benefits (Forms SI-1a & b) can be obtained from a railroad employer, a railroad labor organization, or any Board office. An application must be submitted at the beginning of each sickness.

The Board suggests that you obtain a new orange-colored sickness application form (the old sickness application forms are green) to keep on hand for use in claiming sickness benefits. Your family should know where the form is kept and how to use it on your behalf, if necessary. Also, it is a good idea to keep your latest Form BA-6, Certificate of Service Months and Compensation, with the application. Your BA-6 form shows your social security number and includes instructions on how to claim benefits.

An application should be mailed after you have been sick for 7 days. If you are too sick to complete the application, have someone else do this for you. If the application is not filed on time, there may be a delay in the payment of benefits to you, or you may lose benefits if you cannot give an acceptable explanation for the delay in filing the application forms.

### 5. How much can I get in sickness benefits?

It depends on the individual's daily benefit rate. An employee's daily benefit rate is 60 percent of his last daily rate of pay in the qualifying base year, but the maximum benefit rate is set at \$25 and the minimum rate is \$12.70. Benefits can be paid for no more than 10 days in a two-week registration period so the maximum amount of benefits is \$250 for a two-week period. (See question 7 for length of payments.)

### 6. Does a person have to be sick for a certain number of days before he can receive benefits?

Sickness benefits are payable for all days of sickness after the *fourth consecutive* day of sickness in an initial 14-day registration period. For subsequent 14-day claim periods in the same period of continuing sickness, payments are made for all days over four, whether or not consecutive. In the case of a new illness, however, the requirement for four consecutive days of illness would generally apply.

### 7. How long are sickness benefits payable?

If you are unable to work because of an illness or injury, normal benefits are payable for up to 26 intermittent or consecutive weeks in a benefit year. Extended benefits can be paid for an additional 13 consecutive weeks of sickness if you have 10 to 14 years of

service, or for an additional 26 consecutive weeks if you have 15 or more years of service. To be eligible for extended sickness benefits, you must be under age 65 and you must not have voluntarily retired.

### 8. What are the eligibility requirements for sickness benefits?

A new benefit year for sickness benefits begins every July 1. To qualify in a benefit year, you must have earned at least \$1,000 in railroad work in the preceding calendar year (the base year), counting no more than \$400 in any month. If you first began railroad work in the base year, you must have at least 5 months of service in that year to qualify.

Your railroad service and earnings in calendar year 1975 determine your eligibility for benefits in the current benefit year which began on July 1, 1976. However, some employees with 10 years of service may currently be eligible for sickness benefits even if they did not earn \$1,000 in 1975. If certain conditions are met, 10-year employees can qualify on the basis of 1976 earnings, or if they received normal benefits in the previous benefit year, extended benefits may be payable on the basis of 1974 earnings.

### 9. I took my vacation pay while I was in the hospital for an operation. Can I also receive sickness benefits?

Sickness benefits are not payable for days for which an employee receives wages, pay for vacation, pay while sick or pay for time lost.

### 10. Will payments received under one of the negotiated supplemental sickness benefit plans prevent payment of sickness benefits from the Railroad Retirement Board?

No, also, payments from your own health or accident insurance policy, an employer relief department or a group insurance policy will not affect your entitlement to sickness benefits.



## RAILROAD RETIREMENT INFORMATION

11. I have just applied for sickness benefits because of a work injury, but I expect to receive a cash settlement because of the injury. Can I receive sickness benefits while I am waiting for the settlement?

Yes, but if you receive railroad sickness benefits for an injury or illness

for which you also recover damages, the Board is entitled to reimbursement of either the amount of the benefits paid for the injury or illness, or the net amount of the recovery or settlement after deducting your medical, hospital, and legal expenses, whichever is less.

## Offices of the U.S. Railroad Retirement Board (‘on line’ locations in California & Utah)

### CALIFORNIA:

**San Francisco:** Federal Bldg., 450 Golden Gate Ave., Box 36045,  
San Francisco, Calif. 94102  
Representative: Leon Leavell

**Oakland:** Federal Bldg., 1515 Clay Street,  
Oakland, Calif. 94612  
Representative: Lorraine N. Rollins

**Sacramento:** Federal Bldg., Room E-1821, 2800 Cottage Way,  
Sacramento, Calif. 95825  
Representative: Jack J. Walknetz

### UTAH:

**Salt Lake City:** Federal Bldg., Annex, Room 108, 135 S. State Street,  
Salt Lake City, Utah 84111  
Representative: David D. Daly

### Western States Regional Office:

**San Francisco:** Federal Bldg., 450 Golden Gate Ave., Box 36043,  
San Francisco, Calif. 94102  
Representative: Robert L. Livingston

## Our Cover

The Speno Rail Grinder in action as it worked through Oroville, California on March 18, 1977. (Cover story on page two.) Photo by Dale Sanders of Oroville.

## 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.

MILEPOSTS

## WP safety program



**B & B GANG #500 AT MILEPOST 144**  
While working under difficult conditions, this gang has accumulated 46 years of service to Western Pacific without a lost time injury. (From left) P. Saldana, R. L. Peach, J. W. Lassiter, and Foreman J. L. Bye.

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 pro-

gram 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.

## Letters Received



The Wendover Hotel was a busy place on the WP in the days of steam with train, engine and helper engine crews working in and out of Wendover, Utah.

### Wendover Hotel

I'm enclosing an old picture of the old Wendover Depot and Hotel. I imagine some of the old timers like myself might enjoy seeing it in the MILEPOSTS. It has long since been torn down.

Harvey Naylor  
(retired Chief Clerk)  
114 Willow Street  
Grantsville, Utah 84029

\* \* \*

### Precious Memories

I am in possession of the Summer-Fall 1975 and Winter '75-Spring '76 issues of your Western Pacific MILEPOSTS magazine, through the courtesy of my good friend W. F. Sieckman, of Salt Lake City, Utah, who is a retired locomotive engineer on the Western Pacific R.R. I liked your publication very much, and enjoyed reading it.

Incidentally, I am a retired locomotive engineer myself, and having spent 50 years of my life on a locomotive, rail language is about the only language I know or speak, for railroading was my life. I retired on the Denver and Rio Grande Western.

I especially liked the cute story where the Sacramento Northern had made little Rosalie Garcia "Honorary Trainmaster." It was a darling story.

I also enjoyed the story article "You Can't Go Back," by R. M. Lowe. It is one of the best put rail stories I ever read or heard of, and I must say R. M. certainly has got to be one of the best. Anybody of my standing can easily understand he is of the "old schooling," knows what he is "railing" about and tells it like it "was" back in the good old days, those days I hold as my most precious memories.

Wishing you much luck for MILEPOSTS 1977, I remain,

Sincerely,  
V. H. Roussin  
419 Elmout Road  
Sullivan, MO 63080

\* \* \*

### "Just wanna show them"

Thanks for the pictures and the MILEPOSTS. Man O Man is it ever getting to be an outstanding Milepost in the life of "MILEPOSTS." I'm sending the extra copy to Grandkids in Dallas—Just wanna show them how Grand-

pa does it—Doesn't hurt to let 'em know that you are a long ways from the "Boneyard." Kids now a days think that anybody over 30 is some kind of a fossil.

Thanks and "73"  
Sincerely,  
R. M. Lowe  
R 1  
Snyder, Okla. 73566

\* \* \*

### "Only Pioneer Left"

Rec'd Bicentennial MILEPOSTS (1976) and want to compliment you on a fine edition. Enjoyed reading it and the photos are wonderful. Being the only Pioneer left here of the construction days (1909-1910), there are many names of those who have retired and those who have passed on that I knew. Also so many who have rec'd their 10 year to 40 year pins. My son Mervin was a switchman here over 24 years when he passed away in April 1968 while on duty. I have seen Portola grow from a wilderness to what it is today. My brother-in-law Dave Grother and my husband John worked with a crew of men logging both sides of the river for Reno Mill & Lumber Co. and Roberts Lumber Co., both of Loyalton. The logging was all done with the High Wheels and loaded on the Boca & Loyalton Railroad for Loyalton. (The B&L was purchased by the WP in 1916.) Many of the stores on the North side of Commercial Street have cellars under their buildings where the B&L ran their track. I have enjoyed all the MILEPOSTS since my son has passed on; and wish to thank you for them. I also was a passenger on the first passenger train going West to Oakland, Calif. in 1910. Good luck to you and may 1977 be a wonderful year for you. God Bless You.

P.S. Please excuse writing. I am an 89-year-old widow.

Edith E. Grother  
P.O. Box 1244  
Portola, Calif. 96122



A passenger on the first WP passenger train (one of 32 on there) from Portola to Oakland (August 21, 1910) and still resident of Portola, California, Mrs. Edith E. Grother pauses for a picture and a chat with WP Conductor (photographer) Chris Skow on the porch of her home. She'll celebrate her 90th birthday this fall . . . and happy and active as ever.

\* \* \*

### WP Well Represented

I very much appreciate and enjoy receiving my copy of the WP MILEPOSTS as it helps to keep me in touch with many good friends with whom I worked in Portola for the WP during World War II. You will be interested in knowing that the WP is well represented in Corralitos because the bridge over Corralitos Creek which serves our property and eight other homes is constructed from two retired WP flatcars of the 78 hundred series.

## Letters Received

Eventually the bridge will serve a maximum of twenty-six homes so nearly a hundred people will be riding on the WP on a daily basis in the future.

John R. Daly  
486 Eureka Canyon Rd.  
Corralitos, Ca. 95076

\* \* \*

## GIVE ME THE FLOWERS, NOW

I would rather have one little rose  
From a garden of a friend  
Than to have the choicest flowers  
When my stay on earth must end.  
I would rather have a pleasant word  
In kindness said to me  
Than flattery when my heart is stilled  
And life has ceased to be.  
I would rather have a loving smile  
From a friend I know is true  
Than tears shed around my casket,  
When the world I have bid adieu.  
Bring me all the flowers to-day,  
When pink, or white or red.  
I would rather have one blossom, now  
Than a truck load when I'm dead.

By R. G. Hobbs  
P.O. Box 61  
Montello, Nev. 89830

\* \* \*

## William C. "Boomer" Filbeck (a biography)

I am composing stories about my father William C. "Boomer" Filbeck. I would like to contact those people who knew him during his railroad career. He worked in Keddie, Gerlach, and Portola in his early years of railroading (on WP). It would be very helpful to me if you could publish this article in MILEPOSTS.

Kathy Filbeck  
9230 N. Highway 99  
Stockton, Ca. 95212

## In Memoriam



Robert W. Rouse

After 25 years with Western Pacific, Robert W. Rouse passed away at the age of 58. Bob had been Sales Manager in Seattle since January of 1972. Coming to work for W.P. in 1952 Bob began work as a Traffic Representative in Los Angeles. He held that position for 7 years until his promotion to Sales Representative in Marketing in 1959.

In 1966 he became District Sales Manager in Seattle. The position which he held until his death in January of this year.

John B. Arellano, retired porter, Pittsburg, Ca., December, 1976.

Roland C. Barnes, retired signal maintainer, San Francisco, November, 1976.

Chester R. Barry, retired roadmaster, Oroville, February 2, 1977.

Eugene A. Beeman, water service maintainer, Sacramento, February 2, 1977.

Harvey C. Burnett, retired brakeman, Sacramento, November, 1976.

Hyrum Clegg, retired locomotive engineer, Ventura, Ca., September, 1976.

Maurice E. Champlin, retired, Concord, September, 1976.

Jacob H. Ephraim, retired sales representative, Glenwood, Ill., September 12, 1976.

John Fletcher, retired conductor, Oroville, December, 1976.

Edwin H. Gage, retired brakeman, Oakley, Ca., August, 1976.

Gust M. Galances, retired carpenter helper, Stockton, September, 1976.

Edward M. Hawkins, retired section stockman, Auberry, Ca., September 8, 1976.

Warren L. Hersch, retired section foreman, Vallejo, Ca., December, 1976.

Jasper R. Hicks, retired store laborer, Gilchrist, Or., September, 1976.

Felicisima (Emma) J. Javier, accountant, Daly City, January 13, 1977.

Roy E. Jones, retired Sacramento Northern Ry. car cleaner, Woodland, Ca., August, 1976.

A. I. Langlois, retired brakeman, Chico, Ca., September, 1976.

Frank F. Lemon, Jr., retired locomotive engineer, Stockton, February 7, 1977.

Hunter S. Macon, retired claim agent, Rosemead, Ca., November, 1976.

Valter A. Martin, retired locomotive engineer, Salt Lake City, August, 1976.

Charles H. Moore, retired lineman, Richmond, Ca., September, 1976.

Clifford A. Norden, retired sr. asst. engineer, Daly City, Cr., January 15, 1977.

L. R. Nuzman, carman, Oakland, December, 1976.

Daniel Odysseus, retired laborer, Salt Lake City, December, 1976.

Elmer R. Porter, retired lineman, Yuba City, December, 1976.

Annabell Ranney, retired clerk, San Francisco, October, 1976.

Robert W. Rouse, sales manager, Kirkland, Wa., January 3, 1977.

Severo Salcedo, retired track laborer, La Paz, Mexico, September, 1976.

Preciliano Sevilla, retired laborer, Jacona, Mexico, November, 1976.

J. W. Smith, water service maintainer, Oakland, March 7, 1977.

Jack R. Stratton, retired machinist, Sacramento, September, 1976.

E. P. Swain, retired clerk, Alameda, Ca., October, 1976.

John Tomljenovic, retired laborer, Sacramento, October, 1976.

Edward Tywoniak, deckhand, San Francisco, September 18, 1976.

J. W. Wood, brakeman, Oroville, November 4, 1976.

R. T. Woodward, retired conductor, Winnemucca, October 24, 1976.

Bill C. Zafer, retired Sacramento Northern Ry. track walker, Thebes, Greece, 1976.



Milepost 243: Is located three and one half miles east of Pulga, California in the heart of the Feather River Canyon on WP's mainline between Oroville and Portola.

Volume 28, No. 2 Winter '76 - Spring '77

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



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