

WESTERN PACIFIC  
*Mileposts*

JULY-AUGUST 1973



A salute  
to the Cable Car

# San Francisco Cable Car Centennial Anniversary

**Western Pacific, 70 years old this year, helped lead the way to preserve the fabulous cars**

Cable cars were born in San Francisco, and only in San Francisco do they still live. They were born because man was kind to animals and could not bear to see them suffer.

When San Francisco began to push up into its many hills in the early '70's, horsecar lines soon followed. Inventor Andrew Hallidie used to cringe when he saw the horses struggle to keep their feet on the damp cobbles, sometimes fall exhausted in their traces. He was a manufacturer of "metal rope," invented by his father. "Why," he asked himself, "could his own product not be used to pull the loaded cars up hill by cables." His "idiotic and fantastic" project was finally backed by three men with faith and gold and construction began in May 1872. To maintain the franchise granted by the skeptical City fathers, Hallidie and his crew worked all night to meet the deadline one day before Hallidie, at the grip wheel, took the first cable car

down Clay Street from Jones to Kearny at 5 a.m. on August 2, 1873.

Since that time the little cars have had their ups and downs—figuratively and literally. There have been repeated moves to replace the cars with more modern systems, but each was frustrated by an indignant populace. One clash with efficiency experts occurred in 1949 when a resolute Citizen's Committee mobilized "To Save the Cable Cars"—and did, led by the cable car's champion, Mrs. Hans Klussmann.

In 1955 a proviso guaranteeing perpetuation of the three existing (of eight original) lines was written into the City Charter. Only a majority of San Francisco's voters can revoke or amend this mandate. In February 1964, San Francisco cable cars were named a national historic landmark by the U.S. Interior Department's National Park Service.

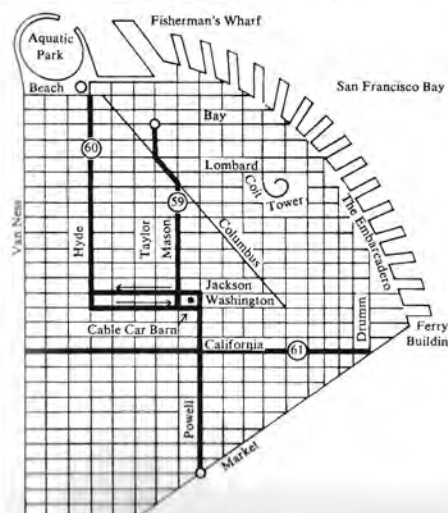
To commemorate the cable car 100th anniversary this year, the City of San Francisco scheduled a series of public events beginning with a cable car gong ringing contest in Union



Cable cars (left) at foot of Geary Street ran to Golden Gate Park. Crowded car at right going up Market Street from Ferry Building went to Park via Haight Street. Fountain was placed in 1875 honoring Lotta Crabtree the "darling of San Francisco." Taught to sing

and dance by Lola Montez, she appeared on a New York stage at age 17. Later she and her mother toured California camps where miners tossed bags of gold at Lotta's feet. Lotta Crabtree died in 1924 at the age of 77, leaving an estate of some \$4 million.

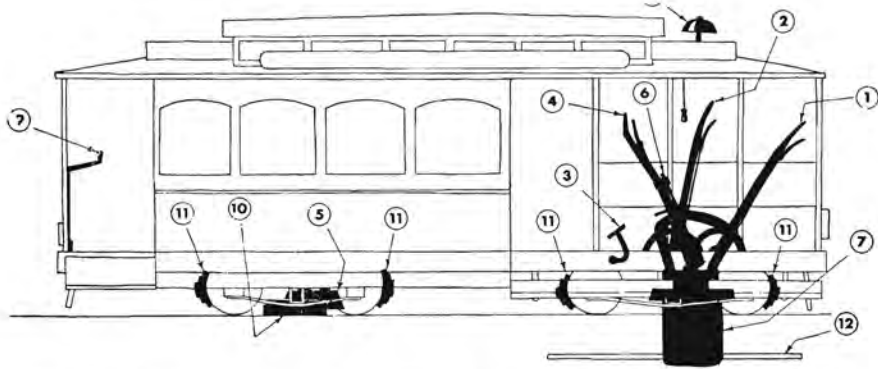
Cable car routes today are #59, Powell-Market to Fisherman's Wharf; #60, Powell-Market to Aquatic Park; #61, foot of California Street past financial district and Chinatown to Van Ness Avenue. Map courtesy of S.F. Convention & Visitor's Bureau.



The Anniversary Gong-Ringing Champ, Art Davidson, Powell Street line, gets a hug from Barbara Davies "Miss Cable Car 1973" in Union Square. Photo courtesy Don Aron.



First cable car . . . Clay Street Railroad atop Nob Hill, 1873. Picture courtesy of San Francisco Convention & Visitor's Bureau.



1 EMERGENCY BRAKE LEVER  
2 TRACK BRAKE LEVER  
3 WHEEL BRAKE PEDAL  
4 GRIP LEVER

5 EMERGENCY BRAKE  
6 ADJUSTING LEVER  
7 THE GRIP  
8 BELL

9 REAR WHEEL BRAKE LEVER  
10 TRACK BRAKE  
11 WHEEL BRAKE  
12 CABLE

Square on June 7. On June 27 a luncheon co-feted Mrs. Klussmann, the cable cars, and San Francisco's 197th birthday. A highlight among other continuing events took place at 5 a.m. on August 2, when the 100-year-old original car and a new built circa 1887 model plunged down Clay Street (on flatbed trucks as this line was torn up in the 1940's) re-enacting Hallidie's maiden run.

Many gong ringing contests have been held in San Francisco since the Spring of 1949 when the late Gilbert H. Kneiss, then WP's public relations

From Frank Parker's "Anatomy of the San Francisco Cable Car," courtesy J. L. Delkins.

director, arranged the first contest, held in Union Square. The three winners, and Powell Street car No. 524, were sent to Chicago by Western Pacific for the opening of the second year of the Chicago Railroad Fair on June 25. WP had installed a loop of track 600 feet long with turntable and a ten percent grade. When the Fair closed on October 2, some 5,000 daily visitors had enjoyed the free ride around WP's movie theater exhibit, and been given a folder, "Symbol of a City," telling



the cable car story. Many thousands of copies were later distributed by the San Francisco Chamber of Commerce and the Tourist & Convention Bureau, and by automobile associations and travel agencies through the country.

WP came to the rescue again later when it sponsored car No. 18 (number of the eastbound California Zephyr) which cabled up and down California Street for several months with a sign on its roof "Western Pacific—Road of

Visitors to the Chicago Railroad Fair waited in line every day to ride the San Francisco cable car around Western Pacific's exhibit.

the Vista Dome California Zephyr," as did cars with signs by other sponsoring San Francisco firms.

Western Pacific continued to publicize the cable cars for many years. A highlight for passengers aboard the California Zephyr was the time they spent in the dome-buffet car's Cable Car Room, with its cable car mural and cable car models on the walls, as they traveled to and from the birthplace of these fabulous little cars.

California Zephyr Cable Car Room passengers enjoyed realism of being on a cable car. Mural at far end behind gong cord is actual Clay Street scene. On side walls are models of Powell Street and California Street cars.

Gripman Al Nielsen plays his version of "Bugle Call Rag" for large audience in Union Square in May 1949 to win San Francisco's first gong-ringing contest. Al, and runners-up James Buskirk and Harry Bishop, spent the summer in Chicago operating a San Francisco cable car around Western Pacific's Chicago Railroad Fair exhibit.



# Appointments

## Law

Walter G. Treanor was elected vice president-law, July 1.

Walter joined WP in October 1958 specializing in the railroad's commerce activities. He became general counsel in 1970 and was elected corporate secretary in December 1971.

He received a A.B. degree at Principia College near Alton, Ill. and a LL.B degree from Washington University, St. Louis, after serving four years as a naval officer. Admitted to practice before the Supreme Court in October 1964, he succeeded in obtaining a landmark decision in 1965 involving a new rule of law on the right of carriers to obtain non-discriminatory treatment from connecting railroads.

Walter was named "Man of the Year for 1965" by his home community, Orinda, Calif., after serving as president of the Orinda Association, chairman of Orinda Bay Area Rapid Transit, and as a trustee of the Acalanes Union High School District. He has been a member of the Contra Costa Civil Service Commission since 1966, serving four years as president.

Walter and his wife, Betty, live in Orinda. They have two children, Steven 24, and Susan 22.

## Finance

Lynn A. Lambert was named manager-payroll accounting on January 1.

Lynn joined WP as a clerk at Stockton in May 1967 and was promoted to agent in November 1970. He went to Sacramento in May 1971 as chief clerk-transportation department, and five months later became staff analyst. He came to San Francisco in February 1972 as assistant manager-costs and budgets-transportation.

From 1966 to 1968 he was active in the Head Start Program, San Joaquin and Stanislaus counties, teaching poverty children. He presently attends Golden Gate University, majoring in speech therapy and biology.

Lynn and his wife, Carol, and daughter Kristen, 31½ years live in San Francisco.

## Marketing

Frederick J. Beier joined WP as market manager-bulk materials on June 25, with emphasis on grain, grain products and chemicals, and will assist shippers with logistics problems in the area of bulk products.

He attained his background as associate professor of transportation and logistics, University of Minnesota; research analyst in transportation planning, United States Steel, Pittsburgh; and research analyst for Archer Daniels, Midland, Minneapolis.

A native of Chicago, Fred and his wife have three children.

\* \* \*

John E. Sanftner joined WP on June 11 as market manager, specializing in metals, machinery and transportation equipment, including automobiles and parts.

Prior to joining WP, John was assistant general freight agent for Southern Pacific Transportation Co., responsible for rates on all manufactured products in west of trans-continental territory.

John is a graduate of Iowa University and the Harvard Business School's program for management development. He currently attends San Francisco Law School evenings.

John and his wife, Nancy, have a son, John, and a daughter, Margaret.

(Continued on Page 7)

# When an 8 ball "weighs a ton!"

If you've never carried around a regulation pool ball on your person for an entire month—on the job and off—you haven't missed a thing. From experience, some mechanical department officers can tell you so in few choice words!

Chief Mechanical Officer Bob Mustard originated the idea to remind his officers that one of their men had a reportable injury. When one occurs, Hy O'Rullian, manager budgets & administration, takes a shiny black "8 ball" from his desk and gives it to the department officer. He soon gets the message, for during the next month it's up to him to figure out how best to carry the ball around at all times. If caught without it when questioned by any other officer, on the job or off, he contributes one dollar to the "8 ball kitty" for a get-together lunch.

Bob Mustard isn't excluded either. Whenever officers of both the locomotive and car departments get an "8 ball," Bob gets one for his pocket, too, and the officers soon learn that Bob doesn't like it one bit!

## Appointments . . .

Peter Norgaard was promoted to chief-service and development on May 21.

Pete first worked for WP in the accounting department in February 1964. He transferred to the marketing department's passenger department, and later worked in transcontinental pricing and as chief clerk at San Francisco. He went to Portland, Ore. as sales representative, and then became resident sales representative with headquarters in Pasco, Wash., reporting to the Spokane sales office in March 1970.

# Windbreaker jacket Safety Awards

## Month of May

### Engineering/Maintenance of Way

#### Keddie Roadmaster's District

Foreman B. C. McConnell, Extra Gang 109  
Laborer R. A. Jones, Extra Gang 109  
Foreman G. M. Blackwell, Scaling Gang 705  
Laborer R. R. Joheen, Scaling Gang 705  
District Engineer D. G. Hutchinson  
Roadmaster F. C. Reith  
Track Rider R. L. Nunes  
Foreman T. Atencio, Section Gang 115  
Laborer E. Spilski, Section Gang 115  
Foreman C. D. Pearson, Extra Gang 116  
Machine Operator R. H. Couch, Extra Gang 116  
Foreman Ed Lowe, Extra Gang 430  
Laborer T. A. Oxford, Extra Gang 430  
Foreman F. Housel, Extra Gang 306  
Laborer S. V. Burns, Extra Gang 306  
Laborer B. M. Becerro, Extra Gang 306  
B&B Carpenter W. M. Hedden, Gang 500  
Foreman R. L. Wilkinson, Section Gang 108  
Laborer L. P. Lilly, Section Gang 108  
Roadmaster Bruce Brown  
Assistant Roadmaster George A. Barnes  
Mechanic W. Wheeler

### Mechanical/Maintenance of Equipment

#### Sacramento Shops

Car Foreman Charles L. Allee  
Carman D. L. Gonsalves

(Continued on Page 9)

Richard A. Groves was appointed sales representative at Seattle, Wash. effective June 25.

Dick first worked for Western Pacific as sales representative at Salt Lake City. Since January 16, 1972 until his present appointment he had been service representative at Salt Lake City.

After serving as first vice president and secretary-treasurer of Delta Nu Alpha Transportation Fraternity at Salt Lake City, Dick was elected president of the Fraternity for the 1968-69 term.



Claire Bossen



"Scotty" Gault

## Tops in Safety!

Four supervisors, and the men working under their supervision, established outstanding safety records in their respective districts during 1972. They are to be commended!

Winner	Department	1972 Record
Supervisor Claire Bossen	Signal/Communications	1 non-reportable
Supt.-Shops "Scotty" Gault	Mechanical	No injuries
Roadmaster Al Overturf	Roadway	No injuries
Divn. Road Foreman Jack Wallis	Transportation	No injuries

Robert C. Marquis, vice president-operation, sent a letter of congratulations to each winner, with copy for his

personal record, and each winner also received a handsome inscribed trophy.

(Continued on Page 9)



Superintendent Jim Terhorst and Al Overturf



Jack Wallis and Superintendent Jim Terhorst

## 108 SAFE Years!



Conductors P. O. Rosenkrantz (left above) and A. D. Downer (left below) each received a Safety Certificate from Trainmaster Mel Graham, for outstanding safety records. "These presentations were made honoring Rosenkrantz' 32 years service, and Downer's 31 years service," said Graham, "and neither man has ever had a reportable injury."



Conductor R. L. McQuarrie wears his safety jacket presented by John C. Lusar, superintendent-eastern division. "Conductor McQuarrie has never had an injury of any kind during his 45 years with Western Pacific," said Lusar. "I feel this is an excellent achievement, and the eastern division is extremely proud of its men having such fine records!"



### Tops in Safety! . . .

His employees each received a useful and attractive safety prize of his choice—key chain, money clip, leather key fob, combination knife-nail file-money clip, cigarette lighter, or 10' steel rule, all with WP emblem in color.

The competition is wide open for 1973!

### Windbreaker Jackets . . .

#### Transportation-eastern division

#### Trainmaster's District

Engineer R. J. Fisher  
 Engineer J. L. Palmer  
 Engineer W. T. Sheahan  
 Engineer R. J. Coyle  
 Engineer M. D. Murphy  
 Engineer C. Lewis  
 Fireman M. L. Oborn  
 Conductor E. H. Beitel  
 Conductor M. O. Howell  
 Conductor V. L. Kimball  
 Conductor R. M. Thorpe  
 Conductor W. H. Thraikill  
 Conductor W. M. Peterson  
 Conductor L. E. Thomas  
 Conductor R. H. Powell  
 Conductor G. R. Thompson  
 Conductor R. M. Frick  
 Conductor D. C. Petersen  
 Conductor J. R. Garijo  
 Brakeman D. M. Mastin  
 Brakeman L. Hyllen  
 Agent G. A. Grauvogel, Winnemucca

(Names of winners for the month of June were not available at press time, and will be reported in Mileposts next issue.)



## What a Great Day it was!

The announcement read: "First Annual Western Division Golf Tournament and Bronco Appreciation Day, Graeagle Country Club, Graeagle, Calif., June 16."

"I thought an outing like this would be a nice way to express to Western Division employees, the Company's appreciation for the excellent results our Hy Railer-equipped Ford Broncos obtained in the Canyon last winter running ahead of our freight trains as a deterrent to derailments and train operations," said Western Division Superintendent Jim Terhorst. "It was a job well done!"

Word of the picnic evidently got around, however, as more than 400 Western Pacific employees from far and near, including their families, thoroughly enjoyed the day in a beautiful setting. "It was a super day and everyone had a ball enjoying the sports and the picnic lunch and refreshments served after the golf tournament," said Secretary Elsie

What's a picnic without an enjoyable lunch?

Gonsalves, who helped her boss with the many plans.

In the following report on the day's events, Clerk Jan Fintcher, Portola, added this comment: "Thank you everyone for leaving the golf course and picnic grounds so clean. Hope to see you next year!"

Winning golfers were George Conant, Portola, low gross. Low estab-

We enjoyed meeting so many employees agreed Vice President-Operations Bob Marquis, President Mike Flannery, and Chief Mechanical Officer Bob Mustard who took the other pictures for this report.



Western Division Superintendent Jim Terhorst presented Women's 1st place trophy to Mrs. Pat Furtney, golfing wife of Bud Furtney, master mechanic at Elko.

lished handicap net of 69, Jim Rogers, Portola, and T. C. Woods, Stockton. Calloway handicap, tied for first, Stu McVean and Dave Pilkinton, San Francisco; Ron Ahearn, Oakland; P. A. Gallant and Bob Joy, Stockton; J. W. Hardy, Portola. Longest drive, Greg Hockenson, Keddie. Closest to pin, Roy Gifford, Sacramento. High score, Gary Metzdorf, Keddie.

Women's first place, Mrs. Pat Furtney, Elko. Tied for second, Mrs. Patty Hobbs, Grand Junction, Colo. and



Clerk George Conant, Portola, shot a great low gross 73 on the beautiful but tough Graeagle Country Club course. President Flannery presented trophy with congratulations.

Mrs. Thelma Plummer, Reno. High score, Mrs. Linda Metzdorf.

Even though he wasn't a victor in golf as everyone had expected, Jim Terhorst clobbered everyone in horse-shoes.

In the tug of war contest over the creek, the Maintenance of Way team pulled the Transportation team through the creek two out of three tugs, even though they claimed Transportation had the rope tied to a beer keg.

"This makes my day," said Chief Engineer Art Carlson, as he watched District Engineer Ray Hobbs lead Roadmaster Tom Magiera, Assistant Roadmaster George Barnes, and other maintenance of way team members into the creek. They soon recovered and pulled the transportation team into the creek the next two tugs.



## They Have Retired

*Johnnie J. Carbrey*, laborer, Stockton, 30 years 9 months.

*Joseph M. Chappell*, Oakland Terminal locomotive engineer, Oakland, 17 years 1 month.

*Ruth N. Crane*, secretary (SN and WP) and MILEPOSTS' correspondent, Sacramento, 29 years 11 months.

*Jerauld E. Fritz*, locomotive engineer, Oroville, 36 years.

*Victor Martinez*, track laborer, Portola, 30 years 9 months.

*Glenn W. Morton*, locomotive engineer, Salt Lake City, 47 years 9 months.

*Pierre D. Ocamou*, laborer, San Jose, 44 years 6 months.

*Evelyn Richardson*, steno-clerk, Sacramento, 30 years 2 months.

*Frank O. Robinson*, B&B carpenter, Elko, 17 years.

*Hartford W. Van Fleet*, Switchman, Oakland, 25 years 3 months.

\* \* \*

E. L. Van Dellen, vice president-law, retired at his own request on July 1 after 25 years with Western Pacific, the last 15 years as head of the law department.



Van Dellen joined WP as attorney in 1948, became general counsel in 1958, and vice president and general counsel in 1963. He was elected vice president-law in January 1970. "Buck", starting half back and

safety man on the Stanford Rose Bowl teams of 1933 and 1934, graduated from Stanford University in 1935, from Stanford Law School in 1938, and from Harvard University's advanced management program in 1957.

Professionally, he is a member of the California State Bar, the San Francisco Bar Association, and the American Bar Association. He was admitted to practice before the various State and Federal courts in California, before the United States Supreme Court, and the Interstate Commerce Commission. He is also a member of the Stock Exchange Club,

Transportation Club, and the Commonwealth Club.

"Buck" and his wife, Molly, live at 1333 Jones Street, San Francisco, and have a home in Pebble Beach.

\* \* \*

John L. Murphy retired as manager-payroll accounting on December 31, and then continued as a consultant until April 30.

He completed high school in Wells, Nev. in 1927, then married Susan and went to work for the SP at Wells. The depression ended that service, and John went to Ely, Nev. to work for the Nevada Northern for two years. He next worked five years for the Oregon-Nevada-California fast freight



Enjoying the party with John are his daughter-in-law, Mrs. Joy Murphy, and John's wife, Sue.

Henry, Irene and Carolyn stand in front of their co-workers at a coffee and cake party on June 30. "The 95 years of service contributed by these three loyal employees have been most outstanding," said Dan Irwin, manager-freight claims, at extreme left in the picture.



line at Elko, and in August 1942 joined WP as cashier at Wendover, Utah. He worked at Elko for several years before coming to San Francisco in March 1963 as assistant auditor of disbursements. He became manager-payroll accounting in February 1966.

John and Sue will be traveling to Hawaii, a present John received from his friends and co-workers at his retirement party on June 23, and they would like to later tour the U. S. A. They will now have more time to spend with their children, Jack 44, and Pat 39, and with their seven grandchildren, ages 12 to 22. John and Sue will continue to live at 1226 35th Avenue, San Francisco.

\* \* \*

Three freight claim department employees retired on June 30 with a total of 95 years service.

Henry Teller, supervisor-claims, began his 36 years service as yard clerk at Oakland in June 1937. He held several clerical positions at Oakland and San Francisco, and entered the freight claim department in 1946 as investigator. A succession of promotions succeeded his last title.

Hank went to sea instead of to col-

lege, and currently holds an unlimited master's license. He participated in major South Pacific campaigns during WWII as executive officer and commanding officer, and was executive officer during Korean service. He constantly continues his education reading classical philology and linguistics, history, classical literature, mythology, astronomy and biological areas. He enjoys tide-pooling, woods walks, and music.

Hank and his wife, Ruth, are moving to a home at Caspar, Calif. They have two children, John 28, and David 26.

\* \* \*

Carolyn Crowley began her 30 years service as secretary to freight claim agent in 1942, worked on claim investigations, and became chief clerk in March 1972. She is active in the Sierra Club, and is retiring early to care for her 90-year-old mother, a suburban garden, and an elderly cat.

Irene Olsen began her service as a clerk in the freight claim department in 1945, and at the time of her retirement she was prorated clerk.

Irma and her husband, Harold, live in San Francisco.



Warner Bros. camera crew picks up action as car leaps off platform at high speed into 8th street . . . with cop in hot pursuit. With 8th street blocked by traffic, car makes tight turn into Brannan . . . finds it blocked by trailers . . . heads across street and roars off platform between two parked trailers.



With tires squealing and smoking, car picks up speed for get-away as camera on ground films closeup action . . . then, in sharp turn to left, car sideswipes parked van off pavement onto tracks below . . . before pouring on the gas with cop right behind for fast run toward 7th street just ahead.



When stunt driver Kerry Laughlin parked car to check clearance for fast run between the trailers he said: "Fine. If they were further apart anyone could drive the car through!"

## *Western Pacific gets into the act*

When Warner Bros. releases its film "Magnum Force" (a sequel to "Dirty Harry"), starring Clint Eastwood, Western Pacific will be well publicized.

Pre-selecting a location for a chase scene, Warner Bros. liked what they saw around WP's 8th and Brannan Streets property in San Francisco. They also needed freight cars, trucks

and trailers to block streets for the action. When the shooting took place on Saturday, June 9, there was hardly a background anywhere for the cameras that didn't include WP equipment, as shown in the pictures above.

The film is scheduled for release about November.

Kerry Laughlin (left) stunt driver for Clint Eastwood, listens to discussion between film directors, Terminal Superintendent Ron Ahearn (facing camera), Terminal Trainmaster John Lorda, and Public Relations Director John Kelly about placing equipment.







# Service Pin Anniversaries

July-August 1973

<b>45-YEAR PINS</b>		
Daniel J. Laughlin	General Supervisor Track	San Francisco
Leland M. Michelson	President & General Mgr., SN & TS Railways	Sacramento
H. Q. Parker	Locomotive Engineer	Western Division
John G. Sandstrom	Chief Clerk-Interline Division "A"	San Francisco

<b>35-YEAR PIN</b>		
Jonathan B. Morgan	Assistant Controller	San Francisco

<b>30-YEAR PINS</b>		
M. M. Arruda	Clerk	Oroville
Dudley E. Copenhaver	Service Representative	Seattle
J. C. Currier, Jr.	Locomotive Engineer	Western Division
H. F. Duffy	Yard Brakeman	Sacramento
Ben J. Knowles	Patrolman	Oakland
Anne K. Malfa	Clerk, Transportation	San Francisco
C. Nelson	Road Brakeman	Western Division
A. B. Tedd	Clerk	Oroville

<b>25-YEAR PINS</b>		
J. C. Darlington	Yard Brakeman	Portola
Gordon P. Knapp	Sales Representative	Los Angeles
Willard R. Martinson	Relief Store Helper	Stockton
Rennell A. Miller	Interline Recheck Clerk	San Francisco
Willie H. Pollock	Car Inspector	Stockton
D. W. Smales	Road Brakeman	Eastern Division
Ralph J. Ward	Machinist	Sacramento
Joseph J. Weber	Carman	Sacramento
H. F. Wilson	Locomotive Engineer	Western Division

<b>20-YEAR PINS</b>		
Ronald R. Ahearn	Terminal Superintendent	Oakland
H. J. Beaudrow	Locomotive Engineer	Eastern Division
*Marie L. Bowers	Accountant	San Francisco
James K. Brennan	Manager-Joint Facilities	San Francisco
D. L. Collins	Locomotive Engineer	Eastern Division
J. D. Collins	Yard Brakeman	Sacramento
Willie Dickens	Chief Clerk-General Claim Agent	San Francisco
D. R. Hillam	Locomotive Engineer	Eastern Division
Harry E. Johnson	Relief Clerk No. 2	San Francisco
D. T. Lynch	Conductor	Eastern Division
Felix J. Martinez	Roundhouse Clerk	Stockton
T. E. Reed	Locomotive Engineer	Eastern Division
Paul W. Reinking	Supervisor-M/W Equipment & Welding	Sacramento
Earl T. Roider	Assistant Shop Superintendent	Stockton
F. A. Shrope	Locomotive Engineer	Eastern Division
H. O. Smith	Locomotive Engineer	Eastern Division
Marvin L. Teter	Carman	Oakland

\*Mileposts regrets not reporting in October 1972)

<b>15-YEAR PINS</b>		
H. M. Ables	Road Brakeman	Division
V. Arzuaga	Road Brakeman	Division
C. A. Cross	Road Brakeman	Division
L. Hawthorne	Yardmaster	Oroville
C. G. Lill	Yardmaster	San Francisco
Robert Valencia, Jr.	Roundhouse Foreman	Oakland
Joseph A. Williamson	Assistant Rate Clerk	San Francisco

# Letters Received

## WP Insignia

Seeing the WP insignia on the 1972 WP Industries annual report cover makes me wonder how many now at WP know that this insignia was designed by the late Assistant to General Manager Charles F. Craig about 1915 for use on the 1916 annual and trip passes. It has been widely used since then and I had the jewelers use



With pride, General Supervisor-track Dan Laughlin (left) showed his recently received 45-year pin to Project & Assistant Valuation Engineer John Gavey. "That's nice," said John, "but I've had my 45-year pin since November 1971!"

it for the WP Service Pins. A very talented artist, Charlie designed a book plate for our daughter, Betty, which has a drawing of the Stanford University's Chapel. Except for the borders, it was all done in different shades of pencil.

Clarence L. Droit  
The Park Lane, Apt. 538  
200 Glenwood Circle  
Monterey, CA. 93940

## 11:30 p.m.—still daylight

Here we are up here in Kotzebue, famed for Alaskan Eskimos' blanket tossing, on an overnight flight tour. We go on to Nome in the morning. Say Hi to everyone for me and Fran.

Frank Thompson  
Retired Mail Truck Driver

## Enjoys Sleeping In

Almost reluctantly I decided to accept an early retirement for health reasons but it has been a hard pull since my last operation. I've enjoyed my work with WP since 1937 and I would like to thank all those who cooperated so well during my trying times. There were so many kind and considerate people at WP as well as shipper friends and at our friendly connection. Harold expects to retire this Fall and we hope our health will

(Continued on Page 18)

## 10-YEAR PINS

C. Bailey	Accountant	San Francisco
J. W. D. Cassidy	Sacramento Northern Dispatcher	Sacramento
R. J. Dahl	Sacramento Northern Conductor	Sacramento
P. E. Dodson	Yard Brakeman	Stockton
D. F. Frink	Sacramento Northern Conductor	Sacramento
M. J. Gosnell	Train Desk Clerk-MILEPOSTS' Correspondent	Sacramento
M. F. Merkle	Yard Brakeman	Stockton
Vasilija Petricevich	Water Service Maintainer	Oakland
J. Rumbold	Yard Brakeman	Portola
R. L. Shankel	Conductor	Western Division
E. E. Smith	Yard Brakeman	Portola
J. D. Switzer	Yard Brakeman	Sacramento
J. M. Tognet	Wire Chief	Sacramento
Manuel P. Villegas	Roadway Laborer	Beowawe, Nev.
P. E. Waldron	Sacramento Northern Locomotive Engineer	Sacramento
H. J. Yount	Road Brakeman	Eastern Division



# Caboosing

## SACRAMENTO

M. J. "Goz" Gosnell

We're all going to miss RUTH CRANE who retired on June 1 after 29½ years service. Ruth was secretary to LEE MICHELSON, president and general manager of Sacramento Northern and Tidewater Southern railways, and was also a MILEPOSTS correspondent for several years. Ruth was honored at a luncheon and presented with a wallet with a check from her friends and co-workers. "I've enjoyed my work for the many years, and it's been nice knowing so many people on the railroad," said Ruth. She plans to spend some of her spare time selling antiques.

Yardmaster A. P. HAYNES, and his wife, Mary Louise, spent a five-week vacation in the East and Southeast. "We had no gasoline problems but did have some hurricane experiences," he said.

David Cocreham, first baseman for the Northridge Orioles, Northridge Little League champs, played in the Tournament of Champions in June. His team's best ever record was 19 wins, 3 losses. His proud mother is GERRY COCREHAM, secretary to SN's president and general manager.

We were sorry to learn of the death of retired SN Electrician CLARENCE F. WISEMAN who died on June 9 at the age of 84.

## Letters Received . . .

permit us to enjoy many things we have missed. Our daughter, Cherie, expects her second baby soon and we'll then have five grandchildren and look forward to enjoying them.

Florence M. Libby  
21 Woodside Drive  
Moraga, CA. 94556

Southern conductor, but I was privileged to have rubbed elbows with so many fine people who helped make my railroad life a good voyage with a happy ending.

Harry C. Allen  
2804 Country Club  
Stockton, CA. 95204

## We Both Thank You

My wife joins me in expressing our gratitude to the Tidewater and Western Pacific people in making my retirement an enjoyable and unforgettable event. Your kindnesses, my retirement party, steam engine electric clock, etc. are deeply appreciated and will lessen any sadness I may feel from leaving your working ranks. I know our paths will not cross as often as they have while I was a Tidewater

## It's Nice To Be Missed

Mrs. Dorothy Hobbs, wife of Foreman Robert G. Hobbs, System Tie Gang (Extra Gang 211), left Reno by jet on June 2 to visit her mother and father in Wayne, Mich. We were all happy that Dorothy enjoyed her visit, including Bob, but he was sure glad when she returned home on June 30!

D. Acosta  
Machine Operator  
Gang 211, Roadway Department

Over on the WP side, LOLA LANDERMAN has returned to work as billing clerk in the "Bilcen" after being off ill for nearly a year.

ALMETA CROWDER, demurrage clerk in the "Demcen" just returned from three weeks vacation in Illinois. She must like Illinois beef and Lincoln's Tomb and will describe both for you if you ask.

On a cruise to Alaska with his wife is Cashier DAVID LEE.

TOM BOWLING, yardmaster and horseman, recently won an award for riding his horse 100 miles in 16 hours 20 minutes. He will soon compete in the Blue Mountain 60-mile ride in Washington state.

We were sorry to learn that Sales Manager ROBERT L. RUNGE had to be hospitalized, but understand that he had successful heart surgery and should be home soon for recuperation.

## KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

Congratulations to the young people from WP families who received their diplomas from Quincy High School on June 7!

Carolyn Bozeman, daughter of Heavy Equipment Operator and Mrs. CHESIE BOZEMAN, graduated with



honors and received the Bank of America Certificate of Merit in home economics. Her grandfather is Foreman of Steel Gang 220 ALEX CHAPMAN. Her uncle is Roadmaster WALTER CHAPMAN. Carolyn will attend Patricia Stevens Career College in San Francisco to study for a career in fashion merchandizing.

Donald Merle Hughes, son of Brake-man and Mrs. H. CARL HUGHES, plans to continue his studies and is interested in police work.

Sheri Oels, daughter of Roadway Clerk and Mrs. PHILIP OELS will attend college. Her grandparents are retired Telegrapher-Clerk and Mrs. C. A. OELS of San Lorenzo, and she is the niece of Engineer and Mrs. GEORGE OELS of Portola.

John Holt, son of Engineer ROBERT HOLT and Train Desk Clerk MARGARET HOLT, was active in sports and maintained a place on the honor roll. His brother is Brakeman MIKE HOLT.

Steve Potvin, son of Mrs. Pat Fiant and stepson of Apprentice Engineer DEAN FIANT, works on WP's steel gang out of Keddie.

Mark Roblyer, son of Conductor and Mrs. VERN ROBLYER, graduated from



Big Valley High School in Bieber on June 8. He received the Bank of America Achievement Award in social studies and the Veterans of Foreign Wars Scholarship. In his four high school years

he was voted outstanding all-around athlete three years. (His brother, Mike, received it the other year). Mark is working on the Thompson Ranch at Bieber this summer and then will attend Shasta College to play football and study drafting.

On May 19 the Roblyer's eldest son, Lt. Michael Roblyer, was married to Miss Donna Newhall of Bieber in a lovely chapel ceremony in Reno. A reception was held in Bieber on May 20 and the very special five-tiered wedding cake was made by Mike's aunt, Mrs. Phyllis Watkins. The young couple is now living in Las Vegas near



Lt. and Mrs. Michael Robyler

Nellis Air Force Base where Mike is training as navigator-officer on the B-52's.

Engineer and Mrs. WILLIAM HECKALA have returned from an 8,000-mile, four-week auto trip covering 20 states of the midwest and south. Highlight of the trip was seeing Secretariat waltz home a winner in the Kentucky Derby. (After research and taste-testing the mint juleps, Bill is now qualified to be called Colonel!) A search for Bill's birth certificate led through Minneapolis, Pittsburg, Kansas and the Bureau of Census, ending up partly successful. While in Oklahoma they took an inspiring tour of the National Cowboy Hall of Fame. Summing up the trip, Bill says "traffic was light, interstate highways excellent, see America first, last and forever!"

Conductor and Mrs. DAVE AMOS agree—after their three-week, 6,500-mile trip to Tuscaloosa, Alabama they feel the experience of seeing America by car was a real education for the children. Dave was very impressed by the Railroad Museum at Golden, Colo. and the fishing down south, and they all enjoyed Carlsbad Caverns, Safari Land in Texas and Disneyland.

Mrs. Carolyn Kenney, wife of Ap-

prentice Engineer RICHARD KENNEY was presented a special award by the Eta Alpha Chapter of Beta Sigma Phi in June for her outstanding work on the Heart Fund Drive in our community.

Signal Maintainer and Mrs. LARRY LAWSON have moved their mobile home to their property in American Valley and will soon be building a new home.

Engineer and Mrs. ROBERT ROEHM have a new double-wide mobile home on their property in East Quincy and are most enthusiastic about all the room.

The summer softball league started and the WP Keddie Colts started out with a bang, winning their first two games. We hope to report a championship in the next issue!

#### SEATTLE

Richard W. Rouse, son of Sales Manager and Mrs. ROBERT W. ROUSE, was ordained into the Lutheran ministry on July 22. A special service at Northlake Lutheran Church in Kenmore was presided over by Bishop Clarence Solberg, president of the North Pacific District of the American Lutheran Church.



Born in Long Beach, Richard graduated from Luther Burbank High School, Sacramento, attended California Lutheran College, and in 1969 graduated from Pacific Lutheran University where he was elected to Who's Who in American Colleges and Universities. He entered the seminary in 1969 and in June 1971 married the former Sue Schillinger, of Vaughn, Wa. For several years he was actively involved in ministry in

Born in Long Beach, Richard graduated from Luther Burbank High School, Sacramento, attended California Lutheran College, and in 1969 graduated from Pacific Lutheran University where he was elected to Who's Who in American Colleges and Universities. He entered the seminary in 1969 and in June 1971 married the former Sue Schillinger, of Vaughn, Wa. For several years he was actively involved in ministry in

the Seattle-Tacoma area and in Dubuque, Iowa. One of a class of 41, he graduated from Wartburg Theological Seminary in Dubuque on May 20, and received special honors for a Master's of Divinity Thesis, and a citation for work as student body president. Richard was installed as a pastor of Central Lutheran Church in Eugene, Ore. on July 29. His name appears in the American Biographical Society's 1972-73 volume of Personalities in the West and Midwest.

#### SACRAMENTO SHOPS

Herman F. Schultze

Your reporter, and wife Marcella, recently returned from a most exciting three weeks trip to the Orient. Highlights were a visit with your youngest son, Peter, and his wife Vicki, in Monomi Rinkan, about 30 miles from Tokyo; and renewing friendship with Bok Hyun Kim in Seoul, Korea, and meeting his two sons. Some of you will remember Kim



who 17 years ago spent several months at Sacramento Shops where he had been sent by the Korean government to further his knowledge of diesel locomotives, particularly those the Korean National Railway was then purchasing from WP. Today, Kim is chief of motive and electrical bureau with the CNR in Seoul.

We also toured Taiwan and Hong Kong, with side trip to Macau, returning home in time to attend the wedding of our oldest son, Donald, and Pamela Jo Price on Shelter Island, San Diego, on May 27.

Congratulations to Carman and Mrs. JOE SMITH on the birth of a 7



Mr. and Mrs. Donald Schultze

pound boy, making retired Boilermaker Foreman T. N. FASSETT a great-grandfather for the sixth time.

Blacksmith TOM BAMFORD and his wife had such a great visit to the Aloha State that it's hard for them to resist returning when "Hawaii Calls."

The WP Amusement Club again held their annual Old-Timers Night. Reminiscing about the steam engine days were 23 of our old friends all looking like retirement agrees with them!

Congratulations to the Toko Fugii Realty Bowlers (composed of shop car



With their trophies are (standing) Norman Moss, Wes Matsuda, Rick Flojo, Jess Glisan. (Kneeling) are Chuck Allee and Sam Latino.

department employees) for placing first in the El Rancho Men's Handicap League.

Happy retirement years to Engine Watchman W. F. PARKER. Bill, after 47 years with WP, is looking forward



Bill gets a handshake and congratulations from co-workers R. Cervetti and D. Harris.

to many hours of fishing and relaxing, but he'll be missed at the shops and yard office. Bill cannot recall ever having had a personal injury during his entire service!

Best wishes to Carman HAROLD EGGEN and the former Irmgard Kap-



Mr. and Mrs. Harold Eggen

lion of Dusseldorf, Germany, who were married on April 28 at the Wee Kirk of the Heather Chapel in Reno. Irmgard's sister, Leny Pannewey, also from Dusseldorf, was Maid of Honor. The Eggens presently live in Sacramento.

Laborer ISAAC POLITE is enjoying fond memories of his recent vacation trip to Florida, New York, and stops in-between.

Our sympathy is extended to the family of retired Sheet Metal Foreman H. H. GILLESPIE, who passed away on June 19 after a very lengthy illness.

#### PORTOLA

C. E. "Gene" Rowe

Congratulations to John Small, of Oroville, who represented the North Quincy 4H Club and took second place in Western Equestrian for his age group, 12 years and under, at the Chico Silver Dollar Fair. John is the son of Brakeman and Mrs. BILL SMALL of Oroville, and the nephew of Day Diesel Foreman and Mrs. RALPH SHEPARD of Portola.

A bolt of lightning struck the home of retired Roundhouse Foreman ROBERT CRUMPACKER and blew out a number of appliances, two radios, a power tube of their TV set, and caused other damages. House wiring damage alone amounted to over \$1,000. Mrs. Crum-packer, clerk, said she heard three loud cracks, and balls of fire appeared in her kitchen and bathroom after the lightning had apparently struck the metal wheel of her clothes line.

Congratulations to Gretchen Hein, daughter of Brakeman and Mrs. CHARLES HEIN and a Portola kindergarten student, who was selected as a state winner in the Woodsey Owl-Smokey Bear poster contest. Her poster has been sent to the National contest for judging. "Gretchen and I," said her mother, Edie, "flew to Coro-



nado where she received a gold cup and Woodsy Owl trophy in the contest sponsored by California Garden Clubs, Inc. We are grateful for making the trip possible to Portola Rotary, Theta Lambda Sorority, the Portola PTA, and the Plumas Unified School District. We also especially thank Mr. Pete Melhus and Mrs. Angwin, Gretchen's teacher, for their interest and time given in helping plans materialize and happen."

#### OROVILLE

A. I. Reichenbach, Jr.

We were saddened by the deaths of retired Conductor LAWRENCE D. TAYLOR and retired Clerk LOYAL A. POTTER. Our heartfelt sympathies go to the families of these friends.

Add to our roster KATHY F. ARNOLDSEN, relief telegrapher replacing RON HELMICK who bid in at Sacramento. Also, to our new furlough clerk ROBERT L. MORTENSEN. Welcome to Oroville!

ROBERT BISSELL, one of our roundhouse employees, has been lecturing to 5th graders at the Poplar Avenue School on regulations governing railroad operations. Bob's picture and writeup on his splendid activities were featured in our local paper.

Congratulations to HAROLD J. SAPP, retired foreman, and his wife, on their Golden Wedding Anniversary. More than 70 people attended the Oroville celebration, including Harold's 91-year-old father-in-law, James H. Schultz.

Engineer W. R. TURNER and his wife, Alice, have retired from railroading. A buffet given by Mary Turner, sister, celebrated the occasion,

with a cake inscribed "'37 to '73 on the WP." Among friends and relatives of their five children and their families were three sons, all in railroading (two on the WP), a son in contracting work, and one daughter in Social Services. Bill went salmon fishing at Fort Bragg until next fall, then he and Alice will go sightseeing in their Travel Trailer, and go Elk hunting in Wyoming come November. Our best to them!

Also recently retired is Yard Engineer J.E. "JERRY" FRITZ, who was treated to cake and goodies at the Switch Shanty on his last shift. Jerry plans to take it easy and catch some fish following his 36 years service. Enjoy it, Jerry!

Congratulations to Switchman DONALD J. BALDRIDGE and his wife, Connie, who announced the arrival of Chad Everett who joins his two sisters, Lisa and Dana.

#### STOCKTON

Elaine Obenshain, Valma Prentiss

Roundhouse Laborer and Mrs. W. H. LANE spent two weeks in Hawaii in June celebrating their 5th Wedding Anniversary. They were house guests of Diane Sutton, formerly of Oroville, who had been one of their wedding attendants.

Section Laborer and Mrs. ERNEST CHILDRESS are proud parents of Shawn Henry, born May 6. He has a brother, Ernest William, age two.

Electrician and Mrs. JOHN WICKMAN welcomed their third son on June 11.

Brakeman and Mrs. GARY L. STILL'S daughter, Pamela, now has a brother, Brian, who arrived on June 6.

A long happy retirement wish to Roundhouse Laborer JOHN CARBREY who retired recently with 31 years service.

Our deepest sympathy to the families of Carpenter JAMES FOWLER who died on May 17, and retired Engineer HARVEY MULLINS who died in March. Mr. Mullins retired in 1951.

Among those attending the Graeagle picnic and golf tournament were Engineers T. C. WOOD, R. P. JOY and J. D. BLACKMORE, Road Foreman JACK BELMONT, Clerks B. B. HARDING, G. W. CHURCHILL, D. E. DAVIS, DAN BRITT, M. VUKOVICH, R. E. PATTON, JR., B. G. SINOR and L. M. BARRETT and Carman P. A. GALLANT, who are avid golfers. Car Foreman and Mrs. F. MORENO also attended the good time.

We extend our sympathy to Clerk DOLORES STANLEY and children, whose husband and father, Engineer ROBERT L. STANLEY was drowned during an overnight boating trip in the Delta.

Clerk and Mrs. A. C. JARMAN's son, Tommy, is one of 16 Northern California high school graduating seniors



picked to play in the North-South game in Candlestick Park June 23. Tommy hit .425 for Edison High School this year and set a school record for runs batted in. The outfielder was drafted by the San Francisco Giants in June but has not signed a contract. He has been offered a full scholarship at Cal Poly, San Luis Obispo and is interested in studying physiogammy.

Off to another fine season, the WP "Mudhops" had a four and two record

and ended the first half in a three-way tie for first place. They beat both teams in playoffs to win the division title. They then won their first game of the second half and with just four games to go have a good chance at another first place finish, their second trophy in two years. Team members are Clerks DAN DAVIS, PAUL RICKETTS, DWIGHT CAMP, MIKE SMITH, BILL SINOR, DOUG MACKEY, MARK VUKOVICH, KRIS COCHRAN, LYNN RADER, DON CASTELION, JEFF VALENTINE, LARRY BARRETT and DAN BRITT; Switchman DAN MOBERG; Trainmen STAN THOMAS and 61-year-old MILT MCCANN who helped the club with fine pitching and good hitting, and he still runs bases and slides with authority.

Best wishes went with Tidewater Southern Conductor HARRY C. ALLEN when he retired after 20 years' serv-



TS Conductor W. E. Fields and Chief Clerk Oscar Correa enjoy Harry's delight in receiving his steam engine electric clock.

ice. He had worked for other railroads a number of years before joining the Tidewater where his work was most reliable.

#### SAN FRANCISCO

Tina Phillips, Dora Prophet, Ruth Stone

LARRY GERRING, treasury collection bureau, reported that his brother-in-law, FRED W. CARBINE, died on May 22 at the age of 88. Fred retired in

## RRB Supplemental Annuities

Supplemental annuities have been paid under the Railroad Retirement Act since 1966, originally for a temporary five-year period. The program was made permanent in 1970, but restricted eligibility to employees or retirees who permanently discontinue their railroad service by certain "closing dates."

### 1. How much can I receive?

It can range from \$45 a month for employees with 25 years service to \$70 a month for those with 30 or more years service. These amounts are subject to a reduction if the employee receives a private railroad pension financed wholly or partly by his employer.

### 2. Does a supplemental annuity affect the amount of a regular annuity?

Your regular annuity is normally somewhat lower if you receive a supplemental annuity, but mostly the total sum is much greater than a regular annuity alone.

### 3. Do employees pay a retirement tax?

No. Like railroad unemployment and sickness benefits, it is financed by taxes on employers only.

### 4. What are my requirements?

You must have a minimum of 25 years (294 months) service, be at least age 65, and have a current connection with the railroad industry on your regular annuity beginning date, which must have been awarded after June 30, 1966. You must permanently

(Continued on Page 26)

### San Francisco . . .

1950 as revising clerk at San Francisco.

PETE NORGAARD, chief-service & development, will be proud when the replica of the Golden Hind arrives in San Francisco next June, to become a permanent exhibit at Fisherman's Wharf. The replica of the famed vessel, on which Sir Francis Drake arrived in San Francisco by in June 1579, was designed by Pete's father, naval architect Christian Norgaard, who also designed WP's MV Las Plumas. The 102-foot-long, 20-foot-wide replica took 18 men 16 months to build at a cost of more than \$600,000, and will cross the Atlantic from England.

MARY WILCOX, secretary to Controller E. C. LIPMAN returned to work

on July 2 following an absence since April because of illness. We wish Mary continued good health.

Mary's position was temporarily filled by TINA PHILLIPS, whose regular position is secretary to GEORGE WELCH, manager-revenue accounting.

And, GEORGE WELCH is in for congratulations soon when he will become a grandfather for the second time.

"We lived a great life during June," said CATHY WONG, revenue accounting, speaking about a tour of the U.S. Virgin Islands with her husband, Leon.

Delighted about moving into his new mobile home in Daly City, Rate Clerk TOMMY BALDWIN later learned that his neighbor directly across the street is Marketing Service Representative BILL LINEHAN who recently moved there from Modesto.

## Supplemental Annuities . . .

discontinue all railroad work by your closing date:

Age	Closing Date
Employees attaining— age 66 in 1973	The last day of the month following the month in which they attain age 66.
Employees attaining— age 65 in 1973	January 31, 1974
Employees attaining— age 65 after 1973	The last day of the month following the month in which they attain age 65.

Closing dates for employees over age 66 have already passed.

### 5. Are there exceptions to closing date schedules?

Yes. Employees who have at least 23 years (270 months) but less than 25 years (294 months) railroad service can work beyond their closing date up to, but no later than, the end of the month in which they attain 294 months minimum service. This exception does not apply if they are, or become, eligible for social security benefits. These employees must stop railroad work by the end of the month in which they attain 294 months minimum service to receive supplemental annuities.

### 6. I have retired and receive both supplemental and regular annuities. How does the schedule of my closing date apply?

The same as applies to non-retired employees. If you return to railroad service, or compensated employee union service (includes attending conventions if reimbursement exceeds expenses) after your closing date, you will permanently lose your supplemental annuity. You would only lose your regular annuity for the months you performed railroad work.

### 7. I am nearing retirement age and my closing date but have only 15 years service and will not qualify for supplemental annuity. Do I have to retire or stop work by my closing date?

No. Closing dates are not compulsory and apply only to those eligible for, or receiving, supplemental annuities.

### 8. I have 25 years service and want to retire before age 65 even though my annuity will be less. Will this affect my eligibility for supplemental annuity?

No, but you will not receive your supplemental annuity until you attain age 65.

### 9. I will be eligible for supplemental annuity up to my closing date. To get it must I retire by my closing date?

No, but be sure not to work for a railroad or railroad union after your closing date. You could lose your current connection, a requirement for supplemental annuity if you work for a company other than a railroad after you leave the railroad industry, depending upon how long you work in such employment. Visit your Board office for information if you plan other employment.

### 10. Do you attain your age the day before your birthday for purposes of railroad retirement and other legal matters?

Yes. If your 65th birthday is January 1, 1974 you attain age 65 on December 31, 1973. Your closing date would be January 31, 1974, as for those who attain age 65 in 1973.

### 11. There are conflicts in various records of my age. How can I be sure of my closing date?

Employees age 62 or older should contact their Board office for help in

(Continued on Page 27)



## In Memoriam

*Walter L. Clark*, retired roadway employee, Oroville, March.

*Frank E. Chamard*, retired rate clerk-revenue accounting, Menlo Park, March 30.

*Jack C. Downing*, locomotive engineer, Elko, July 3.

*Neal V. Dwyer*, retired brakeman, Chulla Vista, Calif., April.

*Louis F. Ellis*, retired telegrapher, Tucson, Ariz., March.

*Herbert H. Gillespie*, retired sheet metal worker, Sacramento, June 18.

*Nick J. Kosovich*, retired SN B&B foreman, Sacramento, March.

*Charles W. Long*, retired agent-telegrapher, Sacramento, June 21.

*Joseph C. Moffitt*, locomotive engineer, Stockton, June 17.

*Milford E. Parker*, retired estimating engineer, Bay Osos, Calif., May 24.

*Albert D. Quackenbush*, retired engineer-industrial projects, Redwood City, July 8.

*Keith A. Ray*, retired locomotive engineer, Portola, July 5.

*Adolph A. Reinert*, retired CCT conductor, Stockton, March.

*Philip L. Ryan*, retired SN brakeman, West Sacramento, April.

*Walter S. Starr*, retired agent, Berkeley, April.

*Alva E. Williams*, retired locomotive engineer, Reno, May 23.

## Supplemental Annuities . . .

establishing proof of age. Adequate proof of age is also important for Medicare coverage.

### 12. Are supplemental annuities subject to Federal and State income taxes?

Yes for Federal income tax. The Board will send you form G-1099 each year before March 1 showing amount of your supplemental annuity benefits received during preceding calendar year. It is the position of the Board's Bureau of Law that these benefits are NOT subject to State income tax.

## WESTERN PACIFIC MILEPOSTS

526 Mission Street  
San Francisco, CA 94105  
Lee Sherwood, Editor

Member Assn. of Railroad Editors



VOLUME 25, NO. 4 JULY-AUGUST 1973



Milepost 232: Just inside east end of 8,856' Tunnel #8 not shown at left outside picture. Long freight is crossing picturesque arch span North Fork Bridge over Feather River.

## WESTERN PACIFIC MILEPOSTS

526 Mission Street  
San Francisco, CA 94105

Address Correction Requested

Bulk Rate  
U.S. POSTAGE  
**PAID**  
San Francisco, Calif.  
Permit No. 5371

### EMP

John W. Henderson  
156 Essex Way  
Pacifica, Calif. 94044

### RAILROAD LINES



Christine Gonzales, five foot seven, 36-27-36, 130 pounds, age 20, became Santa Fe's first woman engine trainee in May, assigned to yards at Albuquerque for training.

\* \* \*

At its annual meeting in May Burlington Northern announced it was joining Canadian Pacific, Southern Pacific, Union Pacific, Southern, Santa Fe and Illinois Central Gulf in studying main line electrification triggered by higher prices and reduced supplies of diesel fuel.

\* \* \*

More than 2,000 tons of compressed solid waste will be hauled weekly from Atlanta, Ga. to a 40-acre landfill site near Macon by Southern Railway, first railroad to do so.

\* \* \*

Three Norfolk & Western operating department units received the National Safety Council Award of Merit for their safety work in 1972.

\* \* \*

Freight car utilization in 1972 was most efficient in history of American Railroads with output per car reaching all-time high of 1,481 ton-miles.

\* \* \*

St. Louis-San Francisco Railway installing a 987-mile space diversity, on-line protected microwave system scheduled for completion in January 1974 at cost of \$3 million.

\* \* \*

Delaware & Hudson Railway celebrating its 150th anniversary this year making it oldest continuously operated transportation firm in North America.