

WESTERN PACIFIC  
*Mileposts*

The Bicentennial Year

SUMMER-FALL 1976





The "piggy-packer" with arms extended can unload vans (or trailers) with the same ease it can hoist a container from or to the railroad flat cars. These cars are designed to handle both vans and containers for the railroad.

## W.P. Establishes Intermodal Dept.

The development and growth of containers and trailers on flatcars, commonly known in the industry as "piggyback" has had a significant impact on the transportation pattern in the railroad industry during the last decade. As a result, many "high-rated" commodities previously shipped by truck are now moving 'long-haul by rail.

Beginning in the early sixties, Western Pacific has been an aggressive leader in the development of equipment design, expedited train schedules, and prompt service tailored to the Intermodal shipper.

The reorganization of WP's Intermodal Department in 1975 provided a

sales team of experienced personnel trained to handle the specialized needs of the Intermodal customer. Headed by Director William F. Schmidt, this sales team works closely with shippers to develop lower-cost containerization and trailer programs and to provide information on schedules, tariff changes and customs procedures.

Other members of this sales team are Charles R. McNeal-Manager Intermodal Sales, Western Region (San Francisco) and William Leslie, Manager-Intermodal Sales, Eastern Region (Chicago) and Miss Rita Connelly, Manager - Intermodal Service (San Francisco).

The Intermodal group also works closely with D. L. Loftus, Director Intermodal Development (contracts, equipment, profit analysis), D. C. Pendleton, Manager Intermodal Pricing (tariff changes) as well as WP's Operating Department (schedules and train operations), and Western Pacific Transport Company (terminal loading, unloading and pick-up and delivery).

The Intermodal Sales Team coordinates and assists the WP sales offices across the country in making customer contacts, securing new profitable business, and offering expertise in intermodal sales and service. The Team's coverage includes a wide range of intermodal customers, such as: freight forwarders, shippers agents, shipping associations, steamship lines, steamship agencies, container companies, brokers, local truck lines, trading companies and individual shippers. The 'Team' maintains close association with the large northern California ports. Included on this list are the Ports of Oakland, San Francisco, Stockton and Sacramento.

Intermodal (container and trailer) traffic was a growth area for the Western Pacific in 1976 with a dramatic 40 percent increase in traffic during the first nine months of the year. "This represents one of the highest percentage increases in the industry for the year and I feel this is just the start of an upward trend in the future development of our intermodal traffic," says Bill Schmidt. Bill went on to say that "using 'Piggyback' offers a complete transportation package to a customer by providing reliable service—both train and terminal—at a competitive price."



With the aid of the WP 'morning report' Miss Rita Connelly, Manager-Intermodal Service advises customers the latest schedules for arrival and delivery of their vans or containers. Rita is headquartered in the San Francisco office.



Another type of "piggyback" customer is the drayage companies. Manager Charles R. McNeal (left) talks with C. D. Alfred, Vice President, Cal-Pacific Co. (San Francisco) regarding customer delivery schedules.

## Intermodal Department...



Among the wide range of intermodal customers served by the WP are the freight forwarders. Here Manager Charles R. McNeal (left) discusses service routes to eastern markets with V. E. Hoberg, Bay Area Terminal Manager, Universal Carloading & Distributing Co. in San Francisco.

Container leasing companies provide still another type of rail intermodal customer. Manager Charles R. McNeal (left) discusses container commitments with SSI Container Corporation's Kathy Montelaro, Coordinating Manager Intermodal Services, and James A. Weaver, Director - Intermodal Services.



Shipper associations play an important role in the movement of trailers and containers on the railroads. Bonnie J. Martinez (right), district manager, ITOFCA, INC. (at Alameda, Ca.) discusses service commitments with Director W. F. Schmidt.



Members of the Intermodal Sales Team hold frequent meetings with the directors of development and pricing to discuss new WP van and container programs. Key members of this team are: (l. to r.) Miss Rita Connelly,

Manager-Intermodal Service; Charles R. McNeal, Manager-Intermodal Sales; William F. Schmidt, Director-Intermodal Sales; D. L. Loftus, Director-Intermodal Development, and D. C. Pendleton, Manager-Intermodal Pricing.



On location at the Western Pacific "piggyback ramp" on Middleharbor Road in Oakland, Director William F. Schmidt (right) works to help coordinate terminal operations with WP Transport Co.'s Terminal Manager Frank Roberts

(left—with radio) and Office Manager Paul Brown. This staging area for containers and trailers (vans) is directly adjacent to railroad flatcar loading area.

## Intermodal Department...



The steam-ship lines and the northern California ports play a vital role in the movement of containers to and from Asia and Europe by ship and across North America via railroad 'landbridge' and 'minibridge.' Fully loaded this class ship will carry 1,096 (35' & 40') containers.



Manager Charles R. McNeal (center) discusses container availability for the weekly WP east-bound 'minibridge' train the "COFC," with Sea-Land Service, Inc. — Oakland Terminal Manager, Richard L. Hill (left) and Marine Manager W. M. Fauntleroy.



On arrival at the Port of Oakland, giant cranes hoist containers from the container ship onto waiting flatbed trucks for the short trip to the Western Pacific "pig-ramp."



A few minutes from dock side, WP Transport Company's 'piggy-packer' removes container from the flatbed truck onto a waiting flat car.

Western Pacific's loading and unloading of containers and vans is handled by the WP Transport Company. To do this job efficiently, the most modern equipment available is in daily service at the 'pig ramp' in Oakland. Here WPT's modern 'piggy-packer' is loading containers aboard WP's fast container train the "TOF" which makes direct through connections for eastern destinations with the Union Pacific and Rio Grande Railroads at Salt Lake City.



New accounts is a frequent topic of discussion at an intermodal sales strategy meeting in San Francisco. Present at this meeting are (l. to r.) Charles R. McNeal, Rita M. Connelly and William F. "Bill" Schmidt.

September 1, 1955 was the beginning of a revolutionary cooperative transport method on the WP lines. In conjunction with the Great Northern (BN) and Santa Fe then, and later with the Union Pacific and Rio Grande R.R.s. piggyback service got the railroads into the highclass freight business formerly dominated by truckers. Shown: the then new WP "Rail/Road" Service.





William F. Schmidt



Charles R. McNeal



Rita M. Connolly



William Leslie, III

## Meet The W.P. Intermodal Sales Team

William "Bill" F. Schmidt is Director of Intermodal Sales. Bill, who hails from Petaluma, CA. started his railroad career in 1964 as a brakeman while attending San Jose State University where he received his BS Degree in Business and Industrial Management.

Bill joined WP's management training program in December of 1966. During the next 5 years he held various intermodal and staff sales positions in the Marketing Department. In 1972 he was appointed sales manager in the Oakland District office. In March of 1975 Bill was promoted to his present position as Director of Intermodal Sales.

Bill belongs to various traffic clubs including the San Francisco Commercial Club, The Transportation Club of San Francisco and The National Railroad Piggyback Association.

Bill enjoys the leisure time activities of trout fishing, skiing, and baseball. While attending San Jose State, Bill was pitcher and co-captain of their baseball team. Bill resides in Moraga with his wife Lana.

\* \* \*

Charles R. McNeal is Manager of Intermodal Sales. Chuck has worked

for railroads since 1960 when he was first employed by the C&O railroad as a clerk. In 1965 Chuck came to the Alameda Belt Line, which is an affiliate of WP.

After a short time with the ABL he came to WP in the Oakland office. For the next four years Chuck held various clerical positions in the operating department. He was promoted to sales representative at the San Francisco office in 1970, and was Supervisor of Customer Service from 1972 until 1975.

Chuck was born and raised in Ohio. He and his wife Althea live in Concord, CA. Chuck enjoys after work activities that include golf, hunting and fishing.

\* \* \*

Rita M. Connolly has been promoted to the position of Manager of Intermodal Customer Service headquartered in San Francisco. Rita takes over her position with over 33 years with WP. Born in Rodeo, CA. she attended Berkeley schools.

Rita's first job with WP was a steno-clerk. She soon advanced to such different jobs as car distributor, chief

of intermodal dispatch and manager of the customer service center. Rita is also active in such organizations as the Womens Traffic Club of San Francisco and the Railway Business Womens Association.

When not working as Manager of the Intermodal Customer Service, Rita enjoys numerous outdoor activities along with swimming, hiking, and bicycling. Rita also makes her home in San Francisco.

MILEPOSTS welcomes William Leslie, 3rd as Manager-Intermodal Sales-East, headquartered in Chicago. Bill who was raised in Bronxville, N.Y.

went on to the University of Denver and received a BA degree in Political Science.

In 1973 Bill began work with the UP as a management trainee in Omaha. Other jobs with the UP included legislative assistant in Washington, D.C. and Intermodal traffic agent in Chicago.

Bill saw military duty from 1967 until 1969 as a first lieutenant in Viet Nam. While in Viet Nam Bill received a Bronze Star and the Purple Heart. Bill's after work interests include camping, hiking, snow skiing, and photography. Bill resides in the Windy City of Chicago.



On a few occasions during 1976, WP's first class intermodal train the "TOF" was headed by both red, white & blue locomotives #1776 and #1976 as is shown here on their eastbound run in the Feather River Canyon. The two Bi-Centennial locomotives have headed

the "TOF," trailer-on-flat-car, and the "COFC," container-on-flat-car trains on the Oakland to Salt Lake City runs, frequently returning on the westbound WP train "B-PBF" (bay-piggy-back).

## First Valley Picnic—Great Success

Spirits were high with fun and entertainment prevailing at the first WP Valley Golf Tournament and Picnic May 8, 1976. Golf was the first order of the day and was played at the Elk Horn Country Club in Stockton. A picnic followed for all at the Micke Grove Park and Zoo in Lodi.

The golf tournament was one of the highlights of the day with 144 golfers playing. Both men and women competed for the two 1st place perpetual awards, which are a steam locomotive bell and for the ladies a silver vase.

Scores were computed on a mean average system. The low gross men's score was attained by Sam Latino, car inspector from Sacramento. Men's low net scores were won by the following: Don Thomas, who placed 1st. Don is son of Yard Master Bob Thomas of Sacramento. 2nd place was won by Oscar Carrea, clerk for the Tidewater Southern in Modesto. And in 3rd place was Bernie Coggins, terminal car superintendent in Stockton.

In the ladies division the low gross score was won by Nita Luebke, wife of W. G. Luebke, Director of Purchasing. The ladies low net scores were Mrs. C. Wood, 1st place; Mrs. Walt Treanor, 2nd; and in 3rd place was Mrs. Bill Rumsey.

After a day of golf everyone was ready for an old fashioned Bar-B-Que picnic lunch, featuring delicious hamburgers, hot dogs, and other delicacies with beverages for both young and old. Entertainment was furnished by "Mudevilles Finest Dixieland Band" featuring our own Earl Miller on Saxophone.

All the youngsters were kept happy during the day wandering through Micke Groves Zoo and taking rides in the amusement park. All in all the day was a great success with all 685 people

having the time of their life. A great deal of thanks ought to go out to the picnic committee who organized the days activities: J. H. Brown, Director-Rules & Safety; G. M. Metzdorf, superintendent, SN & TWS; and R. F. Hobbs, Division Engineer.



Valley Picnic . . .



## Third Annual Graeagle Picnic

The scenic Feather River Region was again the site of the Western Pacific's Employee picnic. The golf tournament was held at the Graeagle Meadows Golf Club and picnic grounds.

The day began with 140 golfers shooting for top honors. In the men's division Engineer George Couant had the men's "low gross." Ladies "low gross" was won by Mrs. Nita Luebke. The men's trophy was dedicated to the late Jim Terhorst, Division Superintendent.

Everyone enjoyed the hamburgers, hot dogs and the refreshments at the picnic grounds. Musical entertainment was provided by the Sierra Countryman, who according to reports played some of the best country music this side of the mountains. To sum it up the picnic was a winner!

A great deal of thanks goes out to all who made the day possible and special thanks to J. H. Brown, Director of Rules and Safety; G. M. Metzdorf, Superintendent, SN & TWS; and R. F. Hobbs, Division Engineer.







## WP safety program



**A serious derailment was averted on February 6, 1976 when (M of W) Laborer Alfredo Diaz (left) spotted this broken wheel on a loaded tank car approaching Pollock (milepost 132.4 south of Sacramento) on train BN-139-3. The train crew was immediately alerted and the car was set out at Pollock siding. Also in compliance with operating rule 109 were Foreman Junior Boyce (right) and Machine Operator Donald Hart (center) who are members of Extra Gang 402. These three men have NO "lost time injuries" for a combined total of 50 years service.**

This is another in the 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 continuing program to demonstrate a SAFE way to

perform our work. The posters are displayed at many "on line" terminals to remind all of us to always THINK ABOUT SAFETY.

MILEPOSTS would like to hear from you with some of your own words on Safety. Please send in your slogan for our next issue. Thank You. Editor.

## WPT Safety Dinner

The Western Pacific Transport Company's Salt Lake Division office held their first annual "safety awards" dinner at the Roadway Inn Restaurant on October 9, 1976. The dinner was attended by 34 employees and their wives.

After dinner, Admin. & Planning Mgr., Bob Morris and recently appointed Director of Operations Gene Westburg, made a few remarks and President John Gray presented the 1976 WPT "Safe Worker" awards. Ten employees received a handsome "English Pewter" mug, each decorated with a safety shield.

The Safety Award winners at Salt Lake City were: Simon Aardema, Darrell Abbott, Ted Bolkweg, Bill Kierstead, Gary Kunz, Phil McCoy, John Nay, Blaine Neilson, Harald Pitt and Gary Proctor.

WPT employees working in these categories who are eligible to receive the "Safe Worker Award" are: Drivers, Ramp Crew, Dock Workers, and Shop Employees. Eligibility for re-



ceiving the award is computed from the anniversary date, that is, the employee's seniority date. This program was created to give recognition to those employees who successfully meet the challenge of working without an accident and provide an incentive to all employees to work in a safe manner. Have a SAFE '77.



WPT's new Director of Operations Gene Westburg addresses the employees and their wives at the Roadway Inn Restaurant, SLC.



John Gray, WPT President, gives a hearty congratulations and a 'safe driver award' to Driver John Nay at the dinner.



The employees and wives at the WPT dinner were (l. to r. sitting) Susan Sharp, Karrie Owen, Lonna James, Linda Karren, Colleen Proctor, Kathy Miller, Kathy Aardema, Kathleen Abbott, Astred Bjorge, ReNae Sparks,

(l. to r. standing) Bob Morris, John Gray, Gene Westberg, Vern Owen, Gary Proctor, Bill Martin, Reed Karren, Dennis James, Bob Geddes, Harold Pitt, De Loa Pitt, Blaine Neilson, Simon Aardema, Ted Boekweg, Mary Ann

Boekweg, Darrell Abbott, Lloyd Bjorge, Ida Nay, John Nay, Jim Sparks, Gary Kunz and Sherley Kunz.

Western Pacific Transport Co. — Employees Dinner — Salt Lake City, Utah — October 9, 1976



Gene Westburg



Paul Brown



Marvin Walton

## Appointments

### WP Transport Co.

MILEPOSTS welcomes Gene Westburg who was recently appointed Director of Operations for W.P. Transport Co. Gene's trucking experience is well rounded. Gene, who was born in Salt Lake City, was employed for P.I.E. for 31 years. Gene worked in various capacities from dock washer to drivers supervisor, branch manager, and district manager at both Akron, Ohio and Oakland terminals. The past 2 years he worked for O.N.C. Freight Systems in San Leandro where he was Terminal Manager. Gene resides in Walnut Creek with his wife and one daughter.

\* \* \*

MILEPOSTS welcomes Paul Brown as the new Terminal Office Manager at WP Transport. Paul grew up in Pontiac, Michigan. He attended college at Patten Theological Seminary and received a B.A. in Divinity. He is presently completing study for his Masters degree in Divinity.

Paul started working for Delta Truck Lines as a fanfold biller and

later for System 99 Trucking in a similar position. He also worked for three other trucking companies in Dock Supervisory positions before coming to WP Transport.

Some interests Paul pursues are writing, handball, football, and working with a local Boy Scout Troop.

\* \* \*

MILEPOSTS welcomes Marvin Walton, recently appointed Sales Manager for WP Transport Co. Born in St. Louis, Mo., Marv attended schools in Hillsboro, Mo. He attended transportation classes at Golden Gate College in San Francisco.

He is well versed in the trucking industry after having gained experience as traffic manager for Dymo Industries in Emeryville, CA., District Sales Manager for I.M.L. Freight Lines and also regional sales manager for I.M.L.

Marv enjoys relaxing at his favorite outdoor sport of golf. He resides with his family in San Pablo, Ca., with his son Michael and daughter Sherrie.



Bryan R. R. Whipple



Dora Prophet



James E. Perry

## Marketing

Bryan R. R. Whipple was promoted to Director of Equipment Planning at San Francisco. Bryan is a native of Detroit, Michigan and attended the University of Michigan at Ann Arbor receiving a B.S.E. degree (industrial Engineering) in 1961, and then attaining his Masters in Business Administration in 1964.

Bryan's first position for a railroad was a transportation analyst and later he advanced to a senior transportation analyst. In 1975 he was Vice-President and General Manager of the American Freedom Train Project Inc. headquartered in Richmond, California for two years.

In January, 1976 Bryan came to work for WP as Manager of Equipment Development and was promoted to his present position in October. Bryan keeps an active schedule after work hours due to a number of organizations he belongs to, which include the Icelandic Society of Northern California where he holds the office of Vice-President, the Scandinavian Collectors Club, the American Philatelic Society, and the Pacific Locomotive Association.

Bryan's other activities include stamp collecting, rebuilding old railroad cars (he owns and maintains two passenger cars) and enjoys the art of

growing grapes and making wine. Bryan lives in Berkeley with his wife Krista and their 3½ year old daughter Marisa.

MILEPOSTS welcomes Alan V. Sikora who was appointed Sales Representative in the New York Territory. Al joined WP in February of this year following 4 years as sales representative for the KCS Railroad.

Born in Morristown, New Jersey, Al went to high school in Denville, N.J. He continued his education at Fairleigh Dickinson University in Madison where he majored and attained a B.A. degree in English Literature.

His hobbies include skiing, gliding, camping, basketball, tennis, and mountain climbing. Al resides in his hometown of Denville, N.J.

## Transportation

Dora Prophet is promoted to Supervisor of Salvage Sales for WP in the Freight Claims Department headquartered in San Francisco. Dora was raised in Racine, Wisconsin and got her first secretarial job with the J. I. Case Co. as secretary to the Chief Patent Attorney. In 1958 Dora joined

## Appointments

WP's law department working as a steno-clerk. She worked in a variety of jobs in the transportation department prior to taking leave to have her first son.

In August of 1966 Dora returned to the transportation department. She has also worked in the Marketing, Finance, Sales and Mechanical departments. She held the job of a diversion clerk until her recent appointment. Dora's schooling included studies at the University of Wisconsin where she majored in history and math and received a B.S. degree in secondary education. She has received additional instruction in business management from the Milwaukee Business Institute, and also holds a teachers credential.

Dora lives with her two boys, Gregory 8 and Alexander 13 in Walnut Creek.

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James E. Perry has been appointed the Assistant Superintendent of Quality Control in the Freight Claims department in San Francisco. Jim has been with WP since 1971.

Prior to working for the company he was employed at Gaylord Container which is a division of Crown Zellerbach Corporation. Born in Calgary, Alberta, Jim attended high school in Norwalk, CA. He attended the University of California at Berkeley where he received his BS Degree in Industrial Engineering. Then while working for WP he earned his Masters in Business Administration at Golden Gate University in May of 1975.

Jim belongs to the American Institute of Industrial Engineers where he has served as Vice-President of membership, Secretary and is currently Treasurer of the Institute.

Jim resides in Oakland with his wife, Nancy, and their two children, Ingrid 11, and Doug 8. Jim occupies time off by volunteering his services to the Cub Scouts. He is currently Cubmaster of a Pack in Oakland.

### Western Division

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

G. V. Hunter is appointed to Assistant Trainmaster-Agent, Oakland.

D. R. Applegate appointed to new position Track Supervisor, Oroville.

A. G. Slade promoted to Assistant Master Mechanic, Oakland.

K. R. Sawyer promoted to Roadmaster, Keddie-NCE.

J. L. Day promoted to Track Supervisor, Keddie-NCE.

R. J. Mead appointed District Agent, San Jose-Milpitas.

G. S. Nisson, appointed District Agent, Oakland.

### Eastern Division

The following appointments were recently announced by J. C. Luser, Division Superintendent:

E. M. Ragsdale promoted to Track Supervisor, Gerlach.

J. D. Ingram appointed to Bridge, Building & Track Inspector, Elko.

B. M. Brown promoted to Division Engineer, Elko.

M. D. Moudy promoted to Assistant Division Engineer, Elko.

C. D. Jones promoted to Roadmaster, Winnemucca.

R. C. Emery promoted to Assistant Roadmaster, Elko.

D. R. Stephenson promoted to new position Track Supervisor, Wendover.

### Operating

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

W. Lee promoted to new position Operating Administration Analyst, San Francisco.

### Mechanical

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

M. Evans promoted to Mechanical Coordinator, San Francisco.

W. L. Pracht appointed to new position Mechanical Budget Analyst, San Francisco.

### Engineering

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

M. E. Thompson promoted to Statistical Engineer, San Francisco.

K. P. Klingenberg promoted to Estimating Engineer, San Francisco.

J. L. Ortiz appointed Assistant Engineer, San Francisco.

### Special Agent

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

J. J. Boes promoted to District Special Agent, Oakland.

E. West, Jr. is appointed Assistant Special Agent, Oakland.

### Labor Relations

The following appointment was recently announced by K. R. Peifer, Manager-Labor Relations:

Raymon R. Gentry is appointed to position of Labor Relations Officer, San Francisco.

## They Have Retired

Vernie R. Ackeret, car inspector, Sacramento, 40 years, 5 months.

Ottis O. Albritton, stockman, Stockton, 31 years, 1 month.

Edward G. Avillar, lead car inspector, Stockton, 32 years, 1 month.

Richard A. Bacon, Sr., locomotive engineer, Portola, 39 years, 11 months.

James F. Barrett, Chief Clerk, San Francisco, 42 years, 2 months.

William A. Bergman, district special agent, Oakland, 36 years, 9 months.

Monica E. Chambers, clerk, San Francisco, 30 years, 8 months.

F. H. Cirincioni, car inspector, Portola, 29 years, 11 months.

James D. Collins, switchman, Sacramento, 23 years, 2 months.

Frances R. Courtney, secretary, San Francisco, 25 years, 1 month.

Harold J. Du Four, locomotive engineer, Stockton, 34 years, 7 months.

Harold L. Grimshaw, Sacramento Northern Railway yardmaster, Sacramento, 25 years, 2 months.

Alfred P. Haynes, Sacramento Northern Railway yardmaster, Sacramento, 25 years, 10 months.

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

Richard Kinzel, carman, Sacramento, 40 years, 9 months.

Crawford Lewis, locomotive engineer, Winnemucca, Ne., 39 years, 11 months.

Archie A. Lucey, locomotive engineer, Winnemucca, Ne., 40 years, 3 months.

Harry D. Munit, clerk, Portola, 38 years, 11 months.

## They Have Retired

*Anne K. Malfa*, clerk, San Francisco, 33 years.

*D. V. Marchel*, signalman, San Francisco, 4 years, 9 months.

*Thoburn A. Merritt*, division engineer, Elko, 37 years, 2 months.

*Frank H. Oldham*, roadway clerk, Elko, 39 years, 4 months.

*Charles W. Owen*, conductor, Portola, 39 years, 9 months.

*Floyd W. Paddock*, locomotive engineer, Stockton, 32 years, 11 months.

*Raymond L. Paule*, blacksmith, Sacramento, 39 years, 2 months.

*Frank J. Pelzman*, carman, Sacramento, 48 years, 1 month.

*Glenn L. Pinney*, carman, Portola, 28 years, 8 months.

*James W. Prater*, trainman, Stockton, 16 years, 8 months.

*Carl W. Repass*, carman, Winnemucca, Ne., 24 years, 7 months.

*Frederick C. Reith*, roadmaster, Western division, 41 years, 3 months.

*Kenneth T. Rosengarten*, assistant roadmaster, Elko, 39 years, 5 months.

*George J. Schank*, carman, Stockton, 41 years.

*Richard O. Sellers*, laborer, Oakland, 24 years, 3 months.

*Lee Eugene Smith*, conductor, Western division, 34 years.

*Myrl M. Snow, Jr.*, locomotive engineer, Portola, 40 years.

*Walter H. Snyder*, asst. supervisor Quality Control, San Francisco, 38 years, 7 months.

*Harold A. Sullivan*, telegrapher, Fremont, 32 years, 1 month.

*Walter L. Swope*, car foreman, Stockton, 25 years, 11 months.

*Felix M. Tapia*, laborer, Elko, 23 years, 2 months.

*Theodore Trevins*, clerk, San Francisco, 30 years, 1 month.

*Gertrude M. Ulisse*, clerk, San Francisco, 24 years, 8 months.

*Lloyd T. Van Allen*, conductor, Western division, 36 years, 11 months.

*Barbara R. Williams*, clerk, Stockton, 32 years, 3 months.

*Sidney W. Williams*, conductor, Stockton, 30 years, 9 months.

**Let Caution Prevail  
when Crossing  
Rails!**



**WHICH WOULD YOU  
RATHER READ ?**



**"Get-Well" CARDS**      **"Stay-Well" SIGNS**

## Books On The Western Pacific

The following items on the Western Pacific Railroad and its affiliated companies are available from the CALIFORNIA RAILWAY MUSEUM BOOK STORE, Star Route 283, Box 150, Suisun City, CA 94585. The Store is open weekends and holidays from 12 Noon until 5 P.M. Telephone (Weekends) (707) 374-2978.

*The Western Pacific Railroad Co.* The Western Railroader Booklet No. 361E. The story of the building of the Western Pacific ably written by Stanley T. Borden with 37 pages of feature material, 14 historic illustrations and 3 maps. \$1.00.

*Tidewater Southern Railway.* The Western Railroader Booklet No. 131S. The interurban line from Stockton to Modesto is covered from its beginning to its operation as a diesel freight hauler. Twelve pages of feature material, many photos and maps. 50¢.

*The Bulletin.* National Railway Historical Society, Vol. 37, No. 6, 1972. Fifty page feature article on the Sacramento Northern Railway by Oakland TRIBUNE writer Harre Demoro. Illustrated with maps, timetables and photographs. \$1.50.

*Cars of the Sacramento Northern.* Interurbans Special 32 Roster, plans, mechanical data on the big green cars which once rolled between San Francisco and Chico via Oakland and Sacramento. Numerous rare photos. \$5.00.

*The Story of the California Zephyr,* Karl R. Zimmerman, 8½ x 11, 104 pages, (1972) 2nd printing. A history of the 21 years of "The Most Talked About Train in the Country." The book is beautifully done with many pictures taken on the WP-D&RGW-CB&Q lines. With car roster & diagram. \$10.95.

*Rio Grande . . . to the Pacific!* By Robert A. LeMassena, 416 pp 8½ x 11". Second Ed. The most comprehensive account of the Western Pacific and Rio Grande Western railroads ever published. \$24.95.

WESTERN PACIFIC Drinking glasses featuring Western Pacific Feather River Route logo. 12 Oz. size \$2.25 each. 7 Oz. size \$1.75 each.

CALIFORNIA ZEPHYR Commemorative 12 Oz. Drinking Glass (Limited Ed.). \$2.50.

WESTERN PACIFIC Watch fob—Porcelain WP logo, with strap. \$2.50. Cloth Patches, 2-3" for jeans or jackets. WP, TS, SNRy, CCT, Sacto. Short Line, 50¢ each. We have most other western lines, Plus a large selection of postcards and railroad recordings.

California Railway Museum is located between Fairfield and Rio Vista at the Sacramento Northern Bridge, State Highway 12, Rio Vista Junction, Ca.

The Museum is operated by Bay Area Electric Railroad Association, Inc., a non-profit California Corporation.

NOTE: California mail orders should include 6% California sales tax.



During the early part of 1976, the now famous ex-SP steam locomotive number 4449 traveled the western states on a national tour with the American Freedom Train display. The #4449

will return to Portland, Oregon some time during early 1977. The routing from Florida (last stop: December '76) back to Oregon—"to be announced." Photo by Henry Brueckman.



WP SALUTE TO THE NATION'S  
BICENTENNIAL—1776-1976



## Our Bicentennial Year—Part 2



Above: Visitors at the Oakland depot gather to witness the official christening of #1776. Below: Fred A. Tegeler, VP-Administration, WP, gives a brief talk on the events about to take place and introduces our distinguished guests. Following the ceremonies lunches were served

in the (new) Old Spaghetti Depot Restaurant. The Port of Oakland also provided an ocean-going container with a multimedia presentation on how the port and the railroads cooperate in moving freight.



Oakland's Mayor John Reading had the honor of christening the newly painted WP locomotive #1776 in front of the old Oakland passenger station at noon on March 27, 1976. This event signaled the beginning of a three state tour with the BiCentennial Freight Train. During the following two weeks over 10,000 visitors in 11 cities would view the train and receive a special souvenir brochure.

## OAKLAND March 27, 1976



On Saturday, March 27, a gathering of onlookers watched Oakland's Mayor John Reading smash a champagne bottle against the front of a freshly-painted red-white-and-blue locomotive. As the white froth bubbled to the ground, everyone applauded this salute to our nation's 200th birthday—and so it was that Western Pacific's bicentennial locomotive, "1776," was christened.

Coupled to the engine were five cars, each decorated in a different red-white-and-blue color scheme. There was a covered (grain) hopper car, lent by Pullman Transport Leasing to support the National Grain and Feed Association; an insulated boxcar to

protect freight from temperature extremes, loaned by Canadian Forest Products, Ltd. of Vancouver, Canada; a flat with two vans arranged piggy-back style, provided by Western Transport Co.; one of WP's specially equipped cushion cars, with inflatable doors; and a WP caboose. The locomotive sported the Great Seal of the United States—our nation's coat of arms—and, as an added touch, the engine's polished bell had a painted crack down its side, simulating the famous crack in the liberty bell.

The christening ceremony, although an event in itself, also marked the beginning of "1776's" two-week, 2,000-mile tour of all the major towns on the



## Oakland...

WP. From Oakland, the train eventually chugged its way to Stockton, Oroville, Elko, Salt Lake City, San Jose, Sacramento and San Francisco, with several short daylight stops in between these points, for the benefit of picture-takers: (i.e., Portola, Wenderover, Winnemucca and Livermore).

The general public, however, was not the only group of people who displayed a sense of pride at seeing the glistening caravan. It was reported that, throughout "1776's" initial run, WP trackmen and signal maintainers would often smile and remove their hard hats as the train shot by. In many towns, groups of school-children were given WP brochures and guided tours that explained how each car operated.

It would seem inevitable, then, that a sister locomotive for "1776" would eventually come into existence—and this is exactly what happened when WP engine "1976" was unveiled in the Stockton yards, on May 6. There were no ceremonies this time. Two days later, on May 8, the two locomotives underwent their inaugural run together, from Oakland to Salt Lake City. A pair of GP40 class diesel electric engines (formerly numbers 3540 and 3541), "1776" and "1976" have, since that time, been running about twice a week, leading other locomotives on eastbound trains TOF and GGM. Sometimes they are together; but, for the most part, they pull separate trains.

The engines were together, again, during the July 4 celebration in San Francisco. During the festivities that week-end, "1776" and "1976" were on display at the Ferry Building and at the famed Fisherman's Wharf sharing the spotlight with bicentennial cars and locomotives of other railroads whose tracks run through our nation.



On the same program with the christening of locomotive #1776, in front of the old Oakland depot; visitors were greeted by The Californians, a full-throated barbershop society among whose members is our own Charles

Cavis, recheck clerk in the accounting department in the general office. In the official photo of the group (above) Charles is the fourth from the right with the straw hat.



# Oakland...

Representatives at the official christening at Oakland were: (l. to r.) Charles Seifert, Public Relations Director, Port of Oakland; Jim Zeno, PR Director-Oakland Bicentennial Committee; Mayor John Reading of Oakland; Fred A. Tegeler, Vice President - Administration, Western Pacific Railroad; Carl Rufelds, St. Trade Commissioner-office of Consulate General-Canada, and Mario Ragusa, Sr., Locomotive Engineer (#1), Western Pacific R.R.



Special Thanks go to the Oakland Police and Traffic Departments for the arrangements that made the railroad display location on Third Street possible for that day. Also, Thank You to the Oakland Council of the Boy Scouts of America for their assistance in providing additional usher and crowd control. And, last but not least, to the men and women of the Western Pacific system who made it all happen. TO YOU we dedicate this Mileposts 'special issue.'



# STOCKTON

March 29, 1976

As the exalted Eagle represents our Country, the 1776 and 1976, dressed in Red, White and Blue, represent our Company. My hat goes off to the Western Pacific for a splendid job on the painting and promotion of the locomotives. This is truly in the 'Spirit' of our Nation's Bicentennial!

Leonard W. Bond, the painter of the 1776 and 1976, said that when he was first assigned the project that he was a little nervous and worried as to whether he could meet the expectations of the company.

Mr. Bond has been with Western Pacific since 1937. He started in the Sacramento shops as an apprentice painter and worked there until a year ago when he transferred to the Stockton shops. It was there he created "The Spirit."

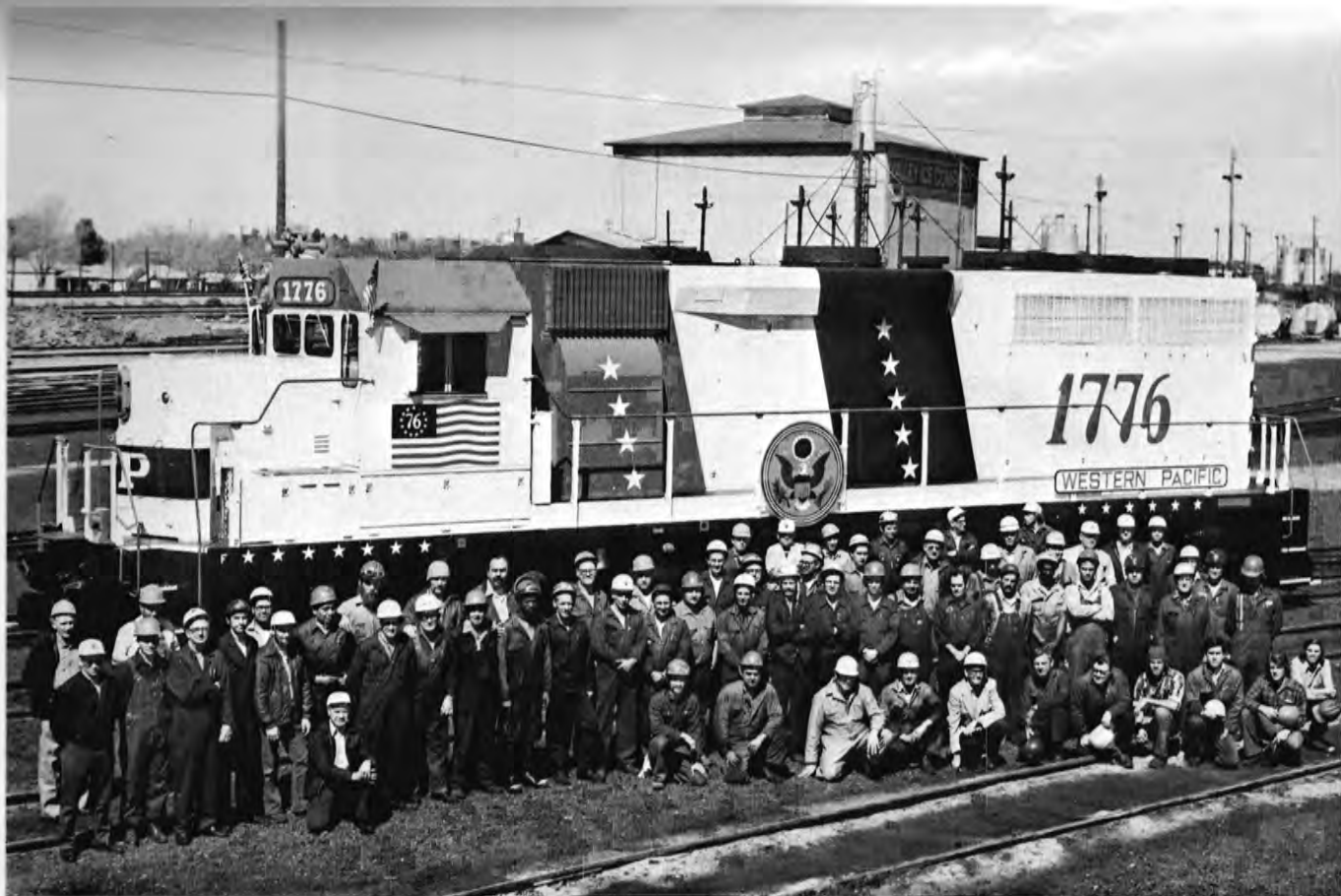
He and his wife still live in Sacramento. Mrs. Bond, after thirty years with Pacific Telephone, is enjoying her pension. They have two sons. One of them is an IRS Agent here in San Francisco. The other, Michael, is a former WP employee who was an electrician for six years before taking his trade to Boise, Idaho to work for Morrison and Knudsen.

Mr. Bond is justifiably proud of the job he has done on the engines. When the 1776 was on tour last March and April she received much recognition. The road gangs would stand at attention and tip their hats as she rolled by. Engineers wanted to run her, and crews referred to her as "The Spirit."



Stockton...





Western Pacific Railroad Stockton Diesel Shop Forces and Bicentennial Locomotive #1776

March, 1976

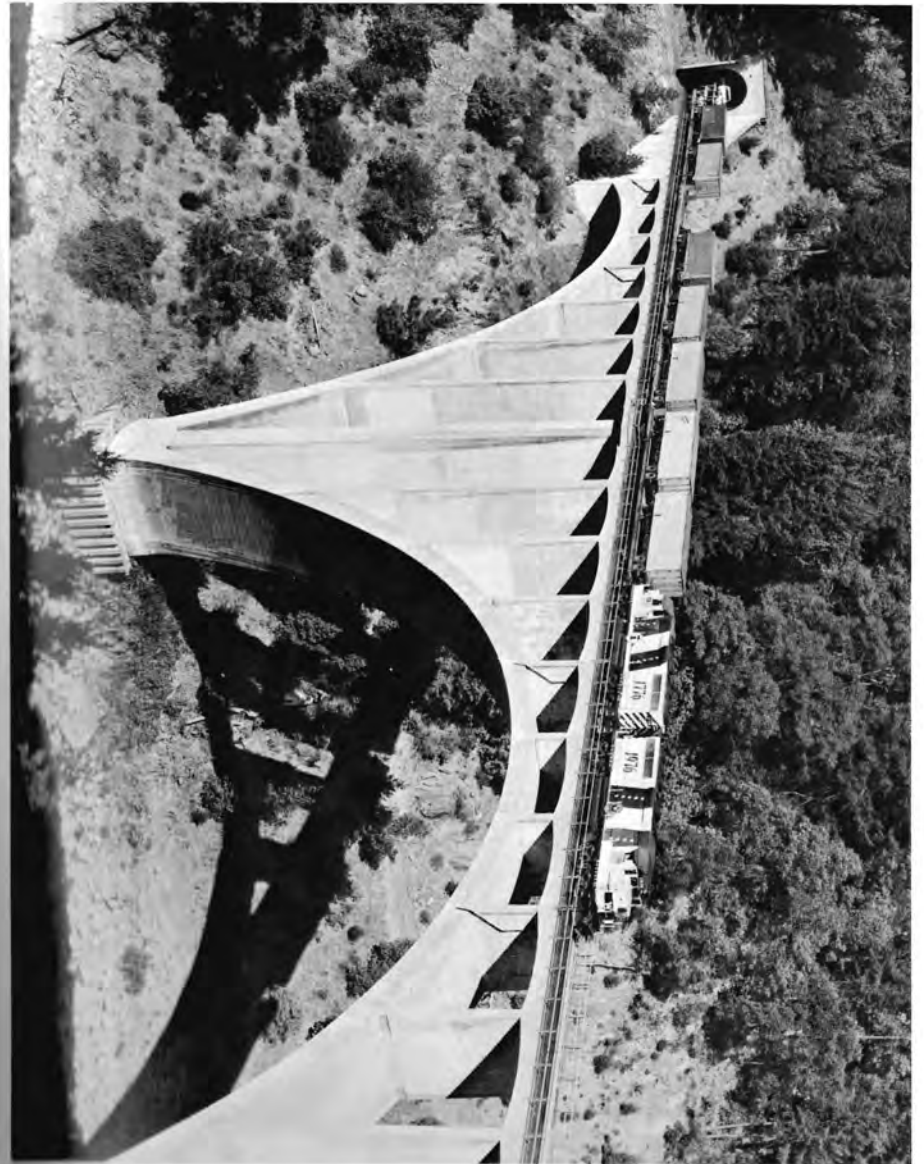
# OROVILLE

March 30, 1976



BICENTENNIAL

YEAR



# KEDDIE

March 31, 1976



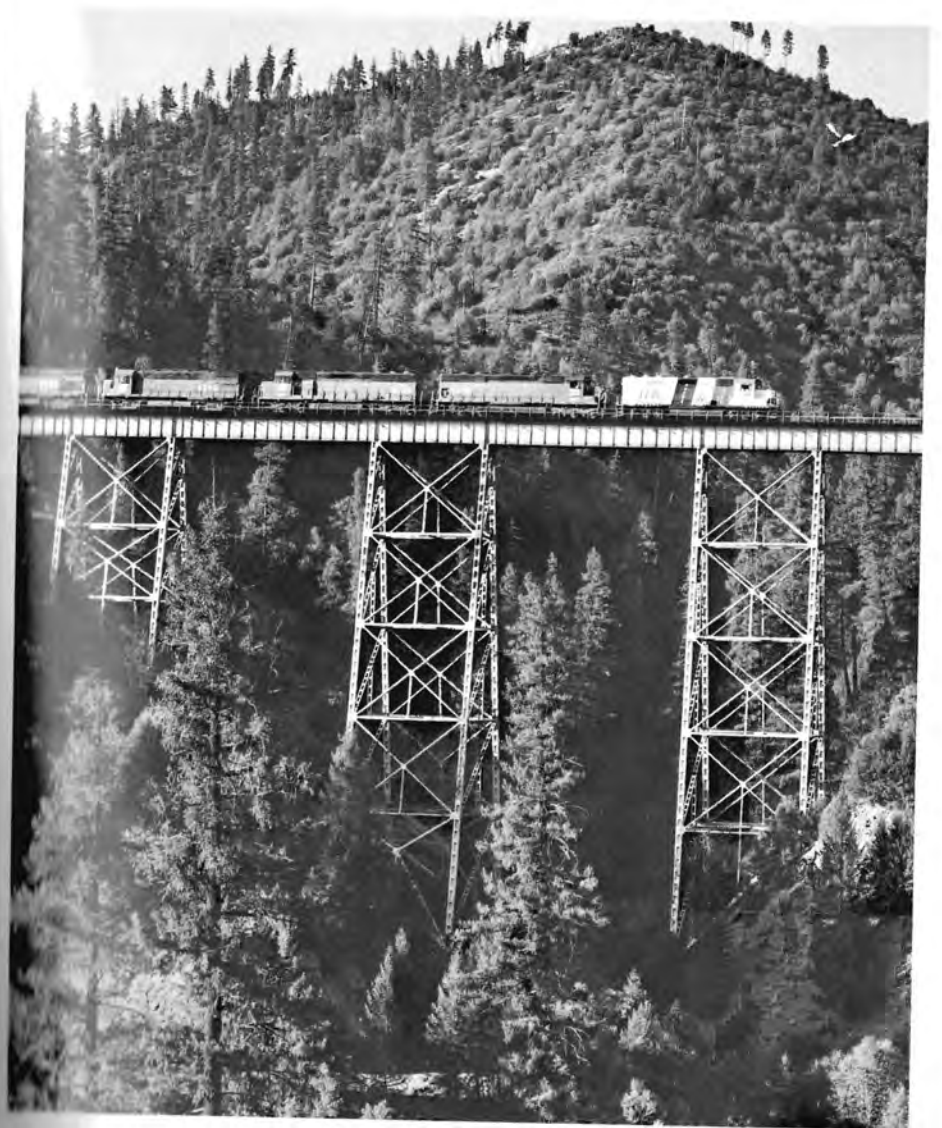


# PORTOLA

March 31, 1976



Portola...



Portola...

## Feather River & Western

### July 4th Celebration

On July 4th, 1976, Western Pacific Engineer Norman Holmes, fulfilled a life's ambition. He had his own railroad.

It was in February that Norman took delivery of his first standard gauge railroad cars—a 1917 flat car, a 1918 box car and a 1916 (rebuilt in 1943) bay window caboose—all retired equipment from the WP. Two switches and some rail were bought from the Quincy RR, some of it originally from the Central Pacific RR dated 1881. Later more rail was acquired from the Feather River Lumber Co. at Loyalton. The switches and some rail were laid and the right of way graded for nearly a quarter of a mile on his 15 acre Portola property.

A need for a locomotive was now evident and a steam engine was most desirable, but they are very scarce now—20 years ago it would have been different. A gasoline powered 35 ton 4 wheel Plymouth Locomotive was located on the White City Terminal Co., near Medford, Oregon. It was trucked to Portola and unloaded November 1975. As soon as weather permitted track work was begun. On Memorial Day weekend a dozen railfan friends showed up to lay track. 450 feet of track was laid in two days. Norman's wife Barbara provided the meals and some of the help slept in the caboose overnight.

As it was decided to go for a July 4th gold spike ceremony as his part of the nation's bicentennial celebration,



work was pushed to complete the railroad track and to paint the locomotive red, white and blue. The track was completed by the end of June and the final paint was put on the engine July 3rd.

On July 4th at 2:20 p.m. a silver spike was driven by retired Engr. Cal Dorothy, a simulated gold spike by Condr. Chris Skow, another silver spike by Safety Supervisor Mel Graham and the final gold spike by Engr. Norman Holmes. Passes were issued and everyone was invited for a ride in the caboose. Six trips were made, hauling some 100 people. (N. H.)

Feather River and Western Railroad No. 1 (1943 Plymouth Locomotive ML-8, ex-US Army and ex-White City Term. R.R.) July 4, 1976 Gold Spike Ceremony—Among the WP rails attending were (l. to r.) top row: Condr. Chris Skow, Engr. Graham Snyder, Engr. Bob Larson, Condr. Ron Collins, Train Clerk Hap Manit, (bottom row) Engr. Norman Holmes, R&D Roadmaster Al Schuetter, Safety Supervisor Mel Graham, and R&D Engr. Cal Dorothy. Notes by Norman Holmes.



# ELKO

April 1, 1976



# WENDOVER

April 2, 1976



# SALT LAKE CITY

April 3-4, 1976





## Photo Album (#8)

### "Patriotic Meeting"

The two red, white and blue diesel-electric Western Pacific Railroad locomotives met in a dramatic salute to the nation's Bicentennial May 19 on the famous Keddie Wye Bridge in the Feather River Canyon. The engines, No. 1776 and No. 1976, met just a few feet from where the last spike of the line was driven on Nov. 9, 1909. Unit 1776 [left] was headed westbound from Bieber off the Northern California extension (BN connection) while Unit 1976 [right] is also westbound on the Mainline from Salt Lake City. Heading the crew of Unit 1776 was Engineer Jack Sanford, relieved by Engineer Ralph Diggs with conductor H. Hayes. Unit 1976's crew was composed of Engineer Don Housen and Conductor Gil McGarr. Background: by Engineer James Boynton of Quincy. Photo by: Dale Sanders of Oroville, Ca.

Editor: Paul Gordenev.



# LIVERMORE

April 8, 1976





# SAN JOSE

April 9, 1976



# SACRAMENTO

April 10, 1976



# Sacramento ...





Western Pacific Railroad Sacramento Car Shop Forces and Bicentennial Locomotive #1776

September, 1976

BICENTENNIAL RAILWAY EXHIBIT  
 SAN FRANCISCO, CALIFORNIA  
 JULY 2-3-4-5, 1976



*Raising The Colors*

On July 1, 1976, in preparation for the big July 4th weekend celebration, our committee volunteers were on hand to help assemble the colorful "center piece" for the 14 unit Bicentennial Railway Exhibit. In the "Raising Of The Colors" are D. Ross Sullivan, Traveling Representative, Santa Fe Ry.; Jim Mickelsen, Clerk, Western Pacific and your Editor adding his support . . . "That flag pole was almost solid brass!" PG. The Union Pacific Flag car in photo, had just arrived in San Francisco from Omaha, Ne.; via UP-WP ferry Las Plumas. Over 110,000 people visited The Exhibit during the four day celebration in San Francisco.



July 2 Exhibit Train was on display on the S.F. Port Railroad at Ferry Building.  
 July 3, 4, 5 Exhibit Train was on display on S.F. Port Railroad at Fisherman's Wharf

**LOCOMOTIVES:**

1776 WESTERN PACIFIC R.R.  
 1976 WESTERN PACIFIC R.R.  
 3197 SOUTHERN PACIFIC R.R.  
 5700 SANTA FE RAILWAY  
 219 AMTRAK (NEW AMFLEET)  
 \*233 CENTRAL PACIFIC R.R.  
 STEAM LOCOMOTIVE, BUILT 1882  
 \*PACIFIC LOCOM. ASSOC.

**CARS, PASSENGER:**

AMFLEET COACH AMTRAK

#143 "SIERRA NEVADA (BUS. CAR)  
 OWNER: BRYAN WHIPPLE

**CARS, FREIGHT:**

USLX 476 (INSULATED BOX)  
 CANADIAN FOREST PRODUCTS  
 PTLX 1776 (COVERED HOPPER)  
 PULLMAN LEASING COMPANY  
 UP 903007 (FLAT, "FLAG CAR")  
 UNION PACIFIC RAILROAD  
 TTX — (FLAT) 2 PIGGY-BACK VANS  
 WESTERN PACIFIC TRANSPORT CO.

**CABOOSE:**

1776 SOUTHERN PACIFIC R.R.  
 474 WESTERN PACIFIC R.R.

# SAN FRANCISCO

July 2-3-4-5, 1976

By Bill Thompson

After the initial tour the 1776 went back into main line service. Then the WP decided to Host a Bicentennial Railway Exhibit. Paul Gordenev, of WP's Public Relations, put a lot of long hard hours in, making the exhibition a success.

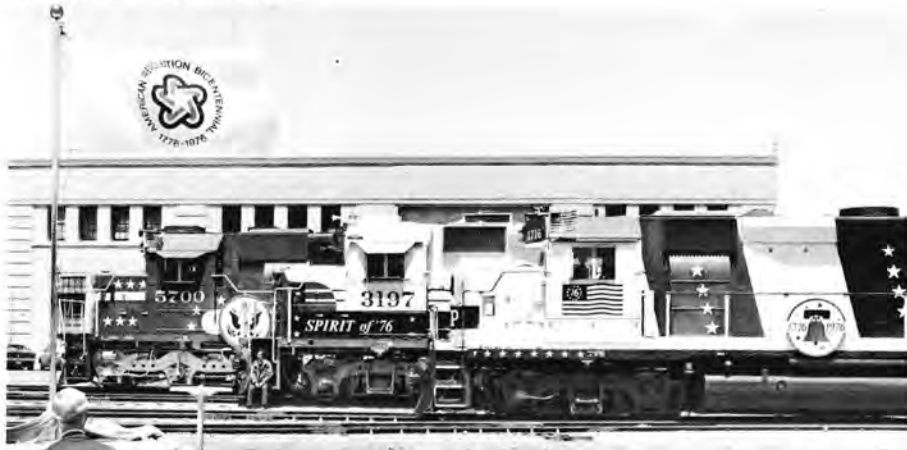
His efforts paid off as the Santa Fe, Southern Pacific, Amtrak, Union Pacific, the Pacific Locomotive Association and the Western Pacific united in an effort (free of charge to the spectator) to bring all the Bicentennial equipment together in one place for a spectacular exhibition at Fisherman's Wharf here in San Francisco. Thousands of tourists, rail buffs, San Franciscans and general spectators were there to admire the locomotives.

As I stood there watching employees all the way from Utah taking pictures of their families posing with the engines I had a warm feeling . . .

and as I walked away it dawned on me, the Western Pacific was exposing its true charm as it had during the nostalgic years of its youth.



San Francisco...



## THANK YOU ALL

On behalf of the men and women of the Western Pacific Railroad, Mileposts would like to express our sincere *Thank You* to the following organizations for their invaluable contributions of special equipment and assistance which combined to make our "Salute To Our Nation's Bicentennial" celebration during 1976 a grand success:

ASSOCIATION OF AMERICAN RAILROADS  
ATCHISON, TOPEKA AND SANTA FE RY. CO.  
CANADIAN FOREST PRODUCTS, LTD.  
CITY OF OAKLAND  
CITY OF SAN FRANCISCO  
HENRY'S PHOTO SERVICE  
OAKLAND BI-CENTENNIAL COMMITTEE  
NATIONAL RAILROAD PASSENGER CORP.  
PACIFIC LOCOMOTIVE ASSOCIATION  
PORT OF OAKLAND  
PULLMAN LEASING COMPANY  
STATE OF CALIF.—DEPT. OF PARKS & REC.  
SAN FRANCISCO—PORT RAILROAD INC.  
SAN FRANCISCO TWIN-BICENTENNIAL, INC.  
SOUTHERN PACIFIC TRANSPORTATION CO.  
UNION PACIFIC RAILROAD CO.

## Photographs Used

MANY THANKS go to the following people who provided photographs used in this special issue of MILEPOSTS on our 1976 Salute to the nation's 200th birthday: Henry W. Brueckman, Vallejo, Ca.; Kyle L. Brehm, San Anselmo, Ca.; Ted Benson, Modesto, Ca.; GERIE EICHNER, WP-Oakland; BOB LARSON, WP-Portola; Dale Sanders, Oroville; CHRIS SKOW, WP-Portola; JIM BROWN, WP-San Francisco, and D. Ross Sullivan, AT&SF-San Francisco.



# STATE RAILROAD MUSEUM at Sacramento

September 25-26, 1976



At 3:00 p.m., Saturday, September 25, 1976, the colorful Arcade Station, first segment of the California State Railroad Museum (Sacramento) was officially dedicated and opened to the public. This station is reconstructed on the site of the original Central Pacific station completed in 1867. The original station functioned as the Transcontinental Railroad terminus from which location passengers completed their journey on adjacent Sacramento River Steamboats. This station as a "terminal" lasted only until the Fall of 1869, at which time the connecting rail line to Oakland, via Stockton, was completed. Although some trains continued to originate and terminate in Sacramento, the major through trains went through to, and left from Oakland. The station also served as terminus for both the Sacramento Valley and California Pacific Railroads until they were absorbed by the Central Pacific. The station lasted until 1880 and then was replaced by a much larger station constructed on a

site north of the present Sacramento SP Station on "I" Street.

The original station's largest claim to fame in the popular mind is, as the central figure in the well-known oil painting of the Sacramento waterfront in the 1870's by William Hahn in the deYoung Museum in San Francisco. Within a block and a half radius from the station site, lie the Big Four building, the home of Charles Crocker, Mark Hopkins, Collis P. Huntington, and Leland Stanford, the builders of the Central Pacific; the B. F. Hastings building (within which were the offices of Theodore Judah, the visionary and engineer, who lobbied Congress for and planned the Transcontinental Railroad); the B. F. Hastings and Adams express buildings, each of which did split duty as the terminus of the short lived Pony Express. Within a very short distance southeast of the Station at Front and "K" Streets, was the site of the driving of the first spike of the Transcontinental Railroad.



## State Railroad Museum...

The major portion of the station building consists of a large arched train shed, within which are three tracks with a number of antique railroad cars and locomotives. Included are three locomotives built in 1875 and 1876 for the Virginia and Truckee Railroad for its operations between Reno and Virginia City; two passenger cars built before the turn of the century, and the elegant private railroad car GOLD COAST, built in 1906, last used by the well-known writer and columnist, Lucius Beebe, with his partner, Charles Clegg.

One of the wooden passenger cars was ex-Western Pacific number 402 which was built in 1888 for the D&RGW railroad. In 1925 the car was sold to the WP and operated in branch line service.

Along the east side of the building are a number of reconstructed and re-furnished waiting rooms, ticket and agent offices, and baggage rooms with all the paraphernalia of a major railroad station in use in the 1860's and 70's. The original Silver Place Eating Stand, the station restaurant, is operated by a concessionaire. The station tracks are joined together on the north side of the station by an old-fashioned "stub switch," a type very common in the nineteenth century but replaced by a more reliable design after 1900. The tracks are then connected with the present-day Southern Pacific Walnut Grove branch line, which allows the convenient occasional movement of railroad equipment in and out of the station.

On display outside the station to the North, is a recreated freight train of approximately 1920 vintage. This freight train features two ex-Western Pacific wooden cars. They are the WP-75893, a stock car built in 1916, and the SN-2136, an original 1914 WP

boxcar sold to the Sacramento Northern Ry in the 1920's. Along the outside of the west wall of the station (toward the river) lies a fourth track, which originally would have been used for railroad car storage. To the northeast of the station stands a "stiff leg" steel rotating derrick that, although not contemporary with the station, was probably installed in the 1880's or 1890's. The derrick is not a reconstruction, but is the only remnant of the freight docks which replaced the original station in the 1880's and, which in turn, were razed for the station reconstruction.

The landscaping on the north, east, and west of the station, is such as to recreate the "scene" of the station and its environs during its heyday of approximately 1876, the Nation's Centennial.

Inasmuch as the station at present serves as the only exhibit facility of the California State Railroad Museum, much of the railroad equipment on display over the next three years will not be contemporary to the station structure. With the completion of the principal *History Building*, displays and exhibits within the station will then be oriented more specifically toward the context of life and activity of a busy California railroad station of the 1860's and 70's.

The *History Building*, the principal exhibit building of the project, a very large contemporary structure to be built behind the Big Four Building on "I" Street, is in an advanced design phase, the funds for construction have been designated from the State Parks Bond issue of 1974. Construction is scheduled to begin sometime in later 1977, with completion and opening in 1979. A third part of the Museum, an Engineering Building and rolling-stock storage facility, is in the Master Plan, but is not yet funded.





## State Railroad Museum...

A colorful part of the dedication festivities was a Railroad Fair, featuring displays of new and contemporary railroad equipment provided by the Santa Fe, Southern Pacific, Western Pacific Railroad, and Amtrak. Western Pacific was represented by the (now famed) Bicentennial locomotive #1776 (GP-40; 3,000 hp) and piggy-back flat with a WP Transport Company Bicentennial van and a Sealand container.

The September 25th dedication ceremony included a one hour historical and musical pageant, outlining California land transportation to the time of the arrival of the railroad. The pageant was climaxed by the operation under its own power, the 1873 locomotive "Jupiter" ex Virginia &

Truckee #12 "Genoa." The two-day exhibition brought 14,000 persons to Old Sacramento as rail transportation took its rightful place in history of the West as well as today's development of the West. The Museum is open daily—admission 50 cents.

The California State Railroad Museum complex, when completed, will display over forty pieces of historical railroad rolling stock dating from 1862. This rolling stock, restored to their original appearance, is from the collection obtained over the last 40 years by the Pacific Coast Chapter of the Railway and Locomotive Historical Society. The Society is headquartered at the Clift Hotel in San Francisco and holds meetings on the fourth Friday of each month at 8 p.m.





State Railroad Museum...





# Service Pin Anniversaries

January-June 1976

## 40-YEAR PINS

V. R. Ackeret	Car Inspector	Sacramento
A. A. Lucey	Locomotive Engineer	Winnemucca
S. L. Worthington	Locomotive Engineer	Salt Lake City
V. L. Kimball	Locomotive Engineer	Elko
T. Travins	Clerk	San Francisco
N. Poncioni	Stockman	Sacramento
M. E. Gibson	Locomotive Engineer	Portola
G. T. Clark	Conductor	Stockton
J. W. Walsh	Carman	Oroville
I. D. Gregory	Locomotive Engineer	Portola

## 35-YEAR PINS

J. R. Dabbs	Machinist	Stockton
H. V. Meyer	Painter	Sacramento
C. F. Lynch	Car Foreman	Sacramento
A. J. Stout	Shop Superintendent	Sacramento
T. R. Jones	Electrician	Stockton
R. Schmidt	Yardmaster	San Francisco
H. C. Robertson	Hostler	Oroville
R. H. Thomas	Sacramento Northern Yardmaster	Sacramento
J. W. Evans	Locomotive Engineer	Portola
L. R. Quigley	Brakeman	Portola
C. A. Morgan	Conductor	Portola
V. A. Burch	Carman	Oroville
J. D. Work	Brakeman	Portola
D. C. Smith	Brakeman	Oroville
J. L. Wallis	Road Foreman Engines	Elko
H. K. Reese	Agent	Stockton
W. R. Gray	Mechanical Foreman	Elko
J. R. Kump	Electrician	Elko
A. W. Bowers	Carman	Burmister
R. M. Wakefield	Locomotive Engineer	Portola
O. W. Perry	Locomotive Engineer	Elko

## 30-YEAR PINS

R. L. Paule	Blacksmith	Sacramento
W. R. Orton	Carman	Stockton
J. H. Jones	Roadmaster	Oroville
W. G. Herschler	Signal Maintainer	Sacramento
H. Hayes	Terminal Trainmaster	Sacramento
B. A. Stilwell	Store Helper	Sacramento
D. M. Diaz	Hostler Helper	Stockton
R. Allgeo	Clerk	San Francisco
C. B. Lindsay, Jr.	Clerk	San Francisco
E. J. Johnson	Patrolman	Oakland
B. J. Witucki	Track Foreman	Oroville
F. G. Grenz	Carman	Stockton
A. A. Bettencourt	Janitor	Stockton
W. J. Funk	Store Helper	Sacramento
Y. Louie	Revenue Accounting	San Francisco
W. B. Wolverson, Jr.	Mechanical Engineer	San Francisco

R. Mlkar  
L. R. Hall  
E. Moreno  
E. A. Tegeler  
F. F. Cisnero  
J. J. Valerga  
O. O. Albritton  
E. S. Lacey

Brakeman  
Signalman  
Car Foreman  
V. P. Administration  
Laborer  
Chief Clerk  
Section Stockman  
Roadmaster

Portola  
Portola  
Stockton  
San Francisco  
Stockton  
San Francisco  
Stockton  
Oakland

## 25-YEAR PINS

L. E. Hibbs, Jr.	Claim Agent	Portola
E. H. Williams	Brakeman	Sacramento
J. V. Loginoff	Clerk	San Francisco
F. Courtney	Clerk	San Francisco
J. Ojeda	Laborer	Milpitas
J. E. Moore	Resident Sales Representative	Atlanta, GA.
C. W. Wilkins	Welding Foreman	Oroville
R. D. Santiago	Field Engineer	San Francisco
J. M. Coggins	Carman	Elko
A. S. Moranoff	Management Services	San Francisco
H. L. Grimshaw	Sacramento Northern Yardmaster	Sacramento
W. J. Leavy	Diesel Foreman	Oroville
J. B. Hansen	Sales Representative	St. Louis, MO.

## 20-YEAR PINS

L. E. Boyce	Track Foreman	Western Division
R. A. Ditmanson	Dispatcher	Sacramento
L. R. Fitch	Brakeman	Oakland
J. F. Manning	Carman	Portola
J. P. Wilmoth	Director Marketing Information	San Francisco
C. S. Tremi	Carman	Oakland
W. S. Snapp	Track Foreman	Oakland
R. M. Edwards	Machinist	Stockton
O. A. Herrera	Carpenter	Western Division
P. Parkerson	Carman	Oakland
A. D. Delbosque	Laborer	Western Division
J. A. Flores	Track Foreman	Wells, NE.
R. R. Rios	Clerk	Gerlack
H. J. Miller	Engineer	Oroville
E. D. Silva	Track Foreman	Oakland
H. D. McElhaney	Machinist	Stockton
C. W. Beadling, Jr.	Sales Manager	Philadelphia, PA.
L. C. Preston	Sales Representative	Oakland
J. M. Dyer	Clerk	San Francisco
J. C. Dorothy	Clerk	Sacramento
R. T. Peterson	Brakeman	Oakland
M. B. Brunner	Conductor	Salt Lake City
W. J. Tatomer	Locomotive Engineer	Elko
J. Yonan	Brakeman	Stockton
E. A. Hastings	Locomotive Engineer	Elko
D. L. Ward	Brakeman	Portola
R. H. Cassidy	Conductor	Stockton
R. Hernandez	General Supervisor Lines	Sacramento
T. M. Cutter	Brakeman	Stockton
J. C. Overholser	Laborer	Elko
S. P. Garteiz	Laborer	Winnemucca
C. M. Noriega	Laborer	Oroville

## 15-YEAR PINS

R. Lopstain	Clerk	Stockton
W. Kirvin	Clerk	San Francisco
K. C. Baumgardner	Clerk	Elko

**10-YEAR PINS**

D. M. Shirley	Conductor	Portola
I. A. Castro	Supervisor Data Conversion	San Francisco
J. A. Friedman	Sales Manager	Oakland
D. L. Servia	Laborer	Portola
C. A. Suchan	Clerk and Mileposts Correspondent	Salt Lake City
P. H. Hernandez	Carman	Sacramento
W. M. Hall	Machinist	Stockton
K. M. Griffin	Attorney	San Francisco
F. P. Martin	Laborer	Western Division
G. R. Madsen	TCS Maintainer	Burmester
A. N. Alfonso	Clerk	Oakland
L. O. Headley	Carman	Elko
D. L. Fafoutis	Clerk	San Francisco
A. G. Amaya	Laborer	Sacramento
P. Jumbo	Laborer	Elko
A. D. Romo	Laborer	Sacramento
M. J. Leigh	Clerk	Keddie
C. T. Babbitt	Car Inspector	Oakland
J. L. Murillo	Laborer	San Jose
B. M. Brown	Division Engineer	Elko
J. C. Riens	Brakeman	Sacramento
E. Armendariz	Laborer	Stockton
J. Dennie	Timekeeper	San Francisco
K. F. Rankin	Conductor	Salt Lake City
R. E. Shideler	Superintendent-Cars	San Francisco
R. G. Sorensen	Laborer	Salt Lake City
C. M. Hillyer	Brakeman	Oroville
L. I. Seek	Machinist	Stockton
W. S. Ivey	Clerk	Stockton
C. E. Carlock	Track Inspector	Sacramento
L. Hyllen	Terminal Superintendent	Sacramento
S. Fernandez	Laborer	Oakland
A. G. Ray	Locomotive Engineer	Stockton
A. R. Fonseca	Brakeman	Oakland
D. D. Dyer	Carman	Sacramento
Dean R. Edwards	Laborer	Pulga, CA.
C. R. McNeal	Manager Intermodal Sales	San Francisco
C. E. Vice	Carman	Elko
H. L. Callahan	Track Foreman	Elko
J. B. Robinson	Laborer	Winnemucca
B. Hassel	Brakeman	Stockton
T. J. Pope	Conductor	Salt Lake City
R. F. Williams	Conductor	Fremont

# Service Pin Anniversaries

## July-December 1976

**40-YEAR PINS**

F. W. Brandes	Sales Representative	Sacramento
M. M. Snow, Jr.	Locomotive Engineer	Portola
J. A. Grubbs	Locomotive Engineer	Stockton
D. J. Irwin	Manager-Freight Claims	San Francisco
E. A. Thompson	Supervisor Signals	San Francisco
C. W. Owen	Conductor	Portola
D. J. Fee	Brakeman	San Francisco

J. M. Fulk	Locomotive Engineer	Portola
R. A. Bacon, Sr.	Locomotive Engineer	Portola
R. Petersen	Locomotive Engineer	Stockton
T. Vaccaro	Clerk	Sacramento
V. R. Dods, Jr.	Conductor	Portola
B. T. Price	Conductor	Elko
H. Clausen	Locomotive Engineer	Winnemucca
H. F. Schultze	Sheet Metal Worker & Mileposts Corres.	Sacramento
C. L. Daniel	Clerk	Stockton

**35-YEAR PINS**

R. Kinzel	Carman	Sacramento
R. E. Stansberry	Locomotive Engineer	Milpitas
R. M. Wakefield	Locomotive Engineer	Portola
E. M. Flahive	Asst. Chief Clerk	San Francisco
H. M. Buckley	Agent	Reno
A. A. Thomsen	Locomotive Engineer	Portola
H. D. Wolf	Conductor	Stockton
C. F. McDonald	Locomotive Engineer	Portola
E. M. Dubrut	Locomotive Engineer	Stockton
W. D. Gladney	Clerk	Sacramento
J. G. Ford	Clerk	Elko
L. Porter	Conductor	Salt Lake City
H. W. Fife	Conductor	Elko
G. A. Oels	Locomotive Engineer	Portola
J. T. McLaughlin	Conductor	Salt Lake City
E. C. Newman	Locomotive Engineer	Fremont
J. A. Vrismo	Conductor	Portola
G. W. Snyder	Locomotive Engineer	Portola
W. F. McGrath	Asst. Vice President-Sales	San Francisco
T. A. Riggs	Wire Chief	Elko
J. C. Luser	Division Superintendent	Elko
J. H. Belmont	Road Foreman Engines	Stockton
H. W. Lightley	Locomotive Engineer	Oroville
J. F. Boynton	Locomotive Engineer, Mileposts Corres.	Keddie
B. Perri, Jr.	Conductor	Salt Lake City
G. I. Patterson	Locomotive Engineer	Portola
R. W. Randall	Locomotive Engineer	Milpitas
C. Moll	Supervising Buyer	San Francisco
A. J. Beaty	Conductor	Milpitas
D. I. Watts	Brakeman	Sacramento
W. H. Conant	Locomotive Engineer	Portola
J. R. Meinig	Brakeman	Stockton
A. L. Carpenter	Conductor	Oroville
N. G. O'Neill	Locomotive Engineer	Portola
H. A. O'Rullivan	Manager-Budgets & Admin. (Operating)	San Francisco
J. S. Bettencourt	Clerk	Sacramento
J. E. Bramse	Locomotive Engineer	Milpitas
W. A. Hoxsey	Conductor	Winnemucca
T. T. Bramford	Blacksmith	Sacramento
F. W. Johnston	Brakeman	Portola
A. E. Biggs	Locomotive Engineer	Salt Lake City
J. P. Rice	Locomotive Engineer	Stockton
W. H. Otis	Locomotive Engineer	Keddie
E. P. Miller	Clerk	Stockton

**30-YEAR PINS**

J. B. Clark	Clerk	Elko
W. D. Smith	TCS Maintainer	Elko
R. E. Lawton	Machinist	Sacramento
J. F. Finley	Manager Special Projects (Finance)	San Francisco
M. E. Doll	Clerk	San Francisco
M. P. Gordon, Jr.	Clerk	San Francisco
M. Bapatsicos	Clerk	San Francisco



## Service Pin Anniversaries

1976



Service Pin Awards were presented by Vice-President Marketing R. G. Meldahl (left) with congratulations to Manager-Intermodal Sales C. R. McNeal (10 years), to Sales Representative L. C. Preston (20 years) and to Sales Manager J. A. Friedman (10 years) at the San Francisco office. Also present at the awards was W. F. McGrath (right).



Assistant Vice President-Sales, William F. McGrath (left) receives congratulations and a 35 year service pin from VP-Marketing R. G. Meldahl at the San Francisco office.



Internal Auditor W. P. Patterson (center) receives a 20 year service pin and congratulations from VP-Administration F. A. Tegeler as George Bowers looks on.



Clerk Linda J. Tofanelli receives congratulations and her 10 year service pin from V.P.-Marketing R. G. Meldahl while W. F. McGrath (left) and J. M. Ostrow look on.



Clerk Jim A. Bergstrom (second left) receives his 20 year service pin and congratulations from Vice-President Marketing R. G. Meldahl as J. M. Ostrow (left) and W. F. McGrath (right) look on.

## Railroad Retirement Information

### Railroad Retirement Changes

On October 18, 1976, President Ford signed into law a bill which makes certain technical changes in the Railroad Retirement Act of 1974. These technical amendments are mainly for the purpose of correcting certain defects in the law which were not apparent upon enactment of the Railroad Retirement Act of 1974. They carry out more fully the intent of the joint labor-management committee that recommended the 1974 legislation to Congress.

The technical amendments introduce certain minimum guarantees, make improvements in the formulas for widows' annuities, exclude certain payments of supplemental sickness benefits and travel and meal allowances from railroad retirement taxes to conform with existing practices and provide borrowing authority for the Railroad Retirement Supplemental Account.

The following questions and answers describe these amendments and also explain some recently announced changes in the railroad retirement tax base, earnings limitations and Medicare coinsurance charges which become effective in 1977.

#### 1. Are many widows affected by these technical amendments?

Only a small number of widows on the Board's rolls at present are affected by the amendments, about 3 out of each 100. While the 1974 Railroad Retirement Act substantially in-

creased most survivor annuities, it also provided for greater dual benefit reductions. Because of these reductions, and certain formula technicalities, the 1974 Act annuities of a few widows, also entitled to social security benefits and/or other railroad retirement benefits, are for lesser amounts than were intended by the joint management-labor railroad retirement recommendations. In some cases, a widow's annuity would be less than a spouse annuity she received before her husband's death.

The technical amendments provide an effective spouse minimum guaranty and a survivor formula liberalization to correct these unintended effects of previous legislation. These provisions are effective beginning November 1976.

#### 2. How does the amended spouse minimum guaranty work?

It guarantees a widow that her survivor annuity will be for an amount at least equal to the amount of any wife's annuity she received at the time of her husband's death. Most widows receive substantially more than this spouse minimum.

This is similar to the spouse minimum guaranty that was in effect under the 1937 Act. While the 1974 Act had provided for a spouse minimum, it was not effective under certain conditions and a change in the law was needed for certain, but not all cases, where there is entitlement to other benefits.

**3. Were any other changes made in survivor annuity formulas?**

The technical amendments modified the annuity calculation formulas for widows who also receive a social security benefit and/or a railroad retirement employee annuity. The 1974 Act requires substantial annuity reductions for widows with such dual benefit entitlement. In some cases, the amount of such a widow's annuity was smaller than what she would have received under the 1937 Act. As a result of the technical amendments, some of these widows will receive increases in their annuities.

**4. How do these amendments affect supplemental sickness benefits and travel allowances?**

There is no real change in the Board's treatment of such payments. The Board's previous policy had been that such sickness benefits and travel and meal allowances were not creditable or taxable for railroad retirement purposes but such payments were not specifically excluded by the law. Now, the actual practice of the Board is supported by law which is generally effective January 1975.

**5. What type of borrowing authority was provided for the Railroad Retirement Supplemental Account?**

The technical amendments give the Board authority to borrow funds from the regular Railroad Retirement Account for the Railroad Retirement Supplemental Account during any period in which the funds in the Supplemental Account are temporarily insufficient for benefit payments. These funds are to be fully repaid with interest.

**6. Has there been a change in the railroad retirement tax rate?**

No, the employee tax rate remains 5.85 percent, the same as for social security taxes. However, beginning with January 1977, the amount of earnings subject to railroad retirement tax increases from \$1,275 per month to \$1,375 per month. Only employees earning more than \$1,275 in any given month will pay higher taxes; they, however, will receive higher earnings credits for future retirement and survivor benefits.

**7. Do the earnings limitations some annuitants are subject to increase in 1977?**

Yes. In 1976, earnings above \$2,760 in the year can reduce certain railroad retirement benefits by \$1 for every \$2 earned over \$2,760, but benefits are not reduced for any month in which earnings are \$230 or less. Beginning in 1977, the annual earnings limitation is raised from \$2,760 to \$3,000 and the monthly limitation is raised from \$230 and \$250.

**8. 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.

As under previous law, 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.

**9. Will the Medicare coinsurance charges a beneficiary pays for hospitalization increase in 1977?**

Yes. In 1977 a Medicare patient will have to pay the first \$124 of his or her hospital bills, \$20 more than the 1976 charge of \$104.

In addition, the patient's portion of the daily bill for hospital care between the 61st and 90th days will be raised from \$26 to \$31 and the patient's portion of the daily costs for posthospital care in a skilled nursing home between the 21st and 100th days will go up from \$13.00 to \$15.50.

If a beneficiary uses any of his "lifetime reserve" days, that is, the extra 60 hospital days a beneficiary can use when he needs more than 90 days of hospital care in the same benefit period, he will pay \$62 for each reserve day used, instead of \$52 per day.

## Higher Earnings Allowed Railroad Retirement Annuitants in 1977

Railroad retirement annuitants subject to earnings restrictions are allowed higher earnings in 1977. The 1976 limit of \$2,760 is increased to allow such annuitants to earn \$3,000 in 1977 before benefits are affected. Annual earnings above \$3,000 could reduce certain railroad retirement benefits by \$1 for every \$2 earned over \$3,000. However, no reduction in benefits is made for any month in which earnings are \$250 or less. The special earnings restrictions which apply to disability annuitants have not changed.

The earnings limitation applies to almost all railroad survivor annuitants. It also applies to some retired railroad employees and their wives, generally to those who are also qualified for social security benefits and

those whose annuities are computed under a special guaranty formula. Most of those retired employees affected by these earnings restrictions were notified accordingly earlier this year.

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

## Railroad Retirement Tax Increase in 1977

Beginning January 1, 1977, the maximum amount of railroad earnings subject to regular railroad retirement taxes will increase from \$1,275 to \$1,375 per month. The increase results from a raise in the social security tax base. The amount of annual earnings subject to social security taxes was increased from a maximum of \$15,300 to \$16,500 in 1977. By law, the railroad retirement monthly maximum is one-twelfth of the social security annual maximum.

The 1977 tax rates for railroad employees, 5.85 percent, and railroad employers, 15.35 percent, are unchanged. Therefore, compared with 1976, additional taxes will be paid by railroad employers and employees only in months when an employee earns in excess of \$1,275. The maximum retirement tax increase will be \$5.85 per month for an employee and \$15.35 for his employer, bringing the maximum monthly regular retirement tax to \$80.44 for employee and \$211.06 for employers. The employees paying the higher taxes will, of course, receive higher earnings credits toward future retirement and survivor benefits.





# Caboosing

## SALT LAKE CITY

Carol Suchan



Continuing good luck to retired conductors G. E. FOX, J. T. GAMBLE and J. B. PRICE who have recently visited at Roper and all are enjoying their retirement.

We convey our sympathy to the family of Terminal Superintendent F. M. RANKIN whose mother, Mrs. Maud Rankin, passed away February 19, 1976 at the age of 93.

Condolences to the family of Conductor B. Q. PERKINS whose mother passed away May 21, 1976.

Western Pacific Transport and Western Pacific Sales Offices are now headquartered in their new office at 2245 South Arnold Way, Salt Lake City.

## ELKO

Henry Wallock



Best wishes to FRANK OLDHAM on his retirement. Frank began work for

the railroad in 1937 as a timekeeper at Jungo. In 1943 Frank entered military service and in 1946 he was discharged and returned to WP as an accountant in Elko.

Frank worked at various other jobs in the yard office at Elko until retiring as Roadway Clerk in July of this year. He will enjoy his retirement with his wife Maxine, his daughter Linda's family and their two grandchildren Chris and Dean. Frank will also keep busy tending to his hobby of gardening and growing giant sunflowers.



Retiring Roadway Clerk Frank Oldham and his wife Maxine enjoyed themselves with 75 friends and co-workers who attended the party in their honor.

Congratulations to K. T. "CURLY" ROSENGARTEN who retired with 39 years of service. "Curly" began work on the WP in 1937 as a laborer at Proctor. In 1942 he was promoted to Section Foreman from Silver Zone to

Proctor. "Curly" held the position of Section Foreman for 25 years until he advanced to track supervisor in Elko. He was then promoted to Assistant Roadmaster in 1970 at Elko, the position he held until his retirement in August of this year.

"Curly" looks forward to enjoying retirement with his wife Gladys and his second love . . . golf.



Assistant Roadmaster K. T. "Curly" Rosengarten and his lovely wife Gladis will long remember their retirement dinner which was held at the Spreek Creek lodge, near Elko, Ne.

Both Frank Oldham's and "Curly's" retirement celebrations were held together at Spring Creek, near Elko, Nevada, with over 75 people attending.

Congratulations and best wishes to Division Engineer THOBURN A. MERRITT who retired July 5th after over 37 years of service.

Best wishes to ARCHIE LUCY who winds up 40 years of railroading with WP. Archie, who was 62 in April, started work with the railroad in 1936 as a carman. In 1944 Archie was promoted to locomotive engineer. For the past 9 years he has been making the daily run from Winnemucca to Elko.



Locomotive Engineer Archie A. Lucey leaves the cab following his last run from Winnemucca to Elko, completing over 40 years service. Archie and his wife Ardelia make their home in Winnemucca.

Upon retirement Archie will enjoy time with his wife Ardelia and plans to spend time at his sons, Herb and Charlie Clarno's Bottle Creek Ranch. He will also spend time at his favorite sports of hunting and fishing, which Archie says "you can do a lot of in 41 years of retirement."

## NEW YORK CITY

Bill Gurgurich

Welcome aboard Western Pacific Railroad to Mr. AL SIKORA, newly appointed Sales Representative, New York City.

Al joins the New York Staff from the Kansas City Southern Railroad, NYC, where he spent three years in Sales.

Al hails from a "Transportation Family," closest being his father, Mr. Stan Sikora, who presently is Manager of New York Sales for the Port of New Orleans.

The best to Al from the New York Office.

## OROVILLE

A. I. Reichenbach, Jr.



Several happenings occurred in the Oroville area during the past few months. The most spectacular was the fire that burned down the old roundhouse. Early in the morning of September 10, 1976 the facility caught fire and burned to the ground. No one was hurt but much property damage was sustained by the Solano Rail Car Company which leases the building and land. This historic landmark was the last actual old time roundhouse on the WP.

Conductor A. L. CARPENTER went fishing in the Sacramento River on May 6th and wound up with a sturgeon weighing 118 pounds and measuring 7 feet 2 inches long. It took he and his friend Don Tatro 1 hour and 45 minutes to haul the giant fish in. In the process of catching the fish Arden broke his fishing pole. Arden also received a letter from Congressman Harold Johnson commending him for his catch.

Here is the text of the letter from Rep. Johnson: "That's quite a big sturgeon. The picture in the Mercury Register certainly is clear proof that they do things in a big way in your corner of California. I'm sure that you and Don Tatro will long remember your fine catch. Good luck on future fishing, and keep up the good

work. Sincerely yours, Harold T. (Bizz) Johnson, Member of Congress, House of Representatives, Washington, D.C.



Conductor Arden L. Carpenter (left) stands proudly beside the seven foot two inch, 118 pound sturgeon that he landed with the assistance of his friend Don Tatro while fishing in the Sacramento River.

Currently we have another movie company in town making a picture titled "The Last Of The Cowboys," starring Henry Fonda. It concerns the last run of an old trucker played by Fonda.

Two of our local mechanical people, MAURICE EVANS and JOHN RISLEY have been promoted to Stockton. We wish them all the best of luck.

Clerk HOWARD BELEW has been taken into the dispatchers training in Sacramento and is doing very well. Again Good Luck to Howard.

Retirements over the past few months include the following: Switchman DONALD MORFORD, Welder CLAY HEINEMAN, and Engineer HOWARD Q. PARKER. Howard started work July 20, 1925. Best regards to all in their retirement.

We regret to report the passing of ROBERT L. SHEPARD of the mechanical department and retired Conductor ARTHUR I. LANGLOIS. Our deepest regrets to their families.

Vacations have come and gone during 1976. General Clerk M. A. MC-LAIN is on a five week tour of the Carolinas; Chief Clerk JOE REED spent most of his fishing and searching for the wily deer . . . so far to no avail. Agent RICK REICHENBACH spent two weeks with the Army and three weeks driving about 6,000 miles around the country; Train Desk Clerk JOHN FOLKNER spent some time visiting in Nebraska; Train Desk Clerk RAY BYRD went deer hunting in Oregon as did T&T Operator BOB STURM.

In my meanderings locally I ran into Retired Engineer ART HECKALA, Retired Yardmaster R. O. "BOSS" BONNER and Retired Conductor RAY ERICKSON.

Terminal Supt. CHRIS AADNESEN was transferred to Engineering at Keddie and we wish him good luck. Trainmaster BOB SHERWOOD has been promoted to Division Trainmaster at Oroville and R. P. MCCARTHY is down from Keddie to Trainmaster at Oroville. Welcome and good luck.

Every-one have a good Holiday Season; and please drive carefully . . . RICK.



Switchman Don Morford proudly holds one of his retirement gifts at the end of his last day of work. Don completed over 34 years service.



Welder Clayton Heineman shown here on his last day at work is looking forward to many happy years of retirement after 31 years on WP.



Locomotive Engineer Howard Q. Parker pauses during his last day before retirement after almost a half century of service with the WP.

## PORTOLA

Karen Thomas

Conductor C. W. OWEN and Engineer R. A. BACON, SR. retired 8-17-76 and 9-1-76, respectively, both with 40 years service. Conductor L. T. VAN-ALLEN retired 8-31-76 with 37 years service.

Van has made Hayfork, California his retirement home where his hobby is dealing with small airplanes. Engineer Bacon resides in Graeagle, California and has recently purchased a beautiful new motor home in which he and his wife plan to travel extensively.



Conductor L. T. Van Allen pauses in the walkway of the Western Motor Inn in Winnemucca, Ne. following his last trip thus completing over 37 years with W.P.

Born September 29, 1976 to Brake-man E. S. ROSS and wife Johna, a baby girl Amity, Syke. Grandparent is Conductor BILLY JOHN BERG; Great Grandparents, retired Engineer HERB and Annette BERG.

Congratulations to Clerk/Operators J. C. REED and C. M. DUNN upon their graduation from Feather River College.



Locomotive Engineer R. A. Bacon, Sr. gets congratulations from his proud son Engineer R. A. Bacon, Jr. on his last run after 40 years service. What could be more fitting than to have his son take over the controls of his train to continue the run on down the Feather River Route.



Engineer J. D. SONZOGNI passed away August 30, 1976 after being hospitalized in Reno for several days in connection with an injury which occurred while he was working on his home. He had worked as a Fireman and Engineer for 39 years and was due to retire soon.

Best wishes to engineer MYRL M. SNOW, SR. who retired June 30, 1976, after 40 years service.

Congratulations to Clerk HARRY D. "HAP" MANIT on his retirement July 16, '76. "Hap" began as a yard clerk in Portola in 1937.

Our best wishes for a happy retirement go to Conductor GERALD J. GERVAIS, who retired April 26, '76 after over 33 years of service with no reportable injuries.



Retiring Conductor Jerry Gervais and his lovely wife Agnes chat with Train Master Clerk Jane McCormick in the Portola Trainmasters office on Jerry's last day.

Our condolences to the family of Crane Operator A. J. HOOD, who was killed in a motorcycle accident on May 29, 1976. He had worked for the WP since 1969.

We regret to report that retired Conductor CHESTER G. ECKENROAD died on April 14, 1976. Chester is the father of Conductor H. G. ECKENROAD.

Our sympathy to the family of retired Assistant Division Engineer D. G. "GLOW" HUTCHINSON who passed away June 17, 1976 after a long illness. Glen and his wife Janice had been residing in Quincy.

Best wishes to Locomotive Engineer JAMES W. EVANS who retired on disability Nov. 9, 1975, after 34 years of service.



Jeffery Thomas proudly holds his new brother Jason Christopher Thomas who was born to Clerk and Mileposts correspondent Karen Thomas of Portola, on February 13, 1976.

Congratulations to Clerk/Telegrapher SHERRY BROWN and Locomotive Engineer STEVE BROWN who are now proud parents of a baby girl, Jamie, who was born in January, '76.

Our congratulations to MILEPOSTS correspondent KAREN THOMAS and her husband on the birth of their second son Jason Christopher. Jason was born on February 13, '76.

Good luck to Brakeman LLOYD R. QUIGLEY who retired May 9th, '76 after 35 years with the WP.

Congratulations and best wishes to Conductor PETER J. THILL upon his retirement on April 30th after 34 years with the WP.

Happy retirement to Carman GLENN L. PINNEY after 29 years service at Portola.

We wish to convey our sympathy to the family of Conductor MELVIN R. STRANG who died May 9, 1976 after a long illness. Melvin worked most of his 33 years on the WP in the Portola-Reno area on the Reno local.

SACRAMENTO  
SHOPS

Herman F. Schultze



At a recent luncheon the store department presented section stockman N. PONCIONI with his forty year service pin and thirty year service awards to store helpers B. A. STILLWELL, W. J. FUNK, and K. L. WILLCOX. The presentations were made by B. G. MORRISON, storekeeper, W. G. LUEBKE, director of purchases and material and F. P. BROGDEN, manager of purchasing.

Fishing was good for carman R. K. PULLIAM when he landed a 23 pound ling cod. "No record," he says, but it was a nice catch. Carman SAM LATINO may not be a champion horse



Carman R. K. Pulliam proudly holds up the 23 pound ling cod he landed while fishing on a charter boat off the coast of California.

pitcher like his brother painter 'MONTY,' but champion he was when it came to winning the Western Pacific Railroad Golf Tournament. The trophy Sam got was almost as tall as he was.

Car foreman C. ALLEE, electrician E. STUEBEN and car foreman R. FLOJO are now trying their hand at hitting the little white ball . . . 'move over Sam.'

The traveling bug is at work here, with more employees seeing the world. Car Foreman GEORGE SPENCER and wife Pat toured in Asia; Machinist JIM CHAPMAN and wife Cora visited a number of Asian cities including Hong Kong; Diesel Foreman MICKEY PANTILONI and wife Lyld enjoyed seeing parts of Europe; Ship Clerk JEAN SMITH and daughter, Charlene toured Mexico. And last but not least, yours truly HERMAN SCHULTZE and my wife Marcella (former shop clerk) are touring Central and South America during October, 1976. More on our return in the next issue of MILEPOSTS.



Carman Frank J. Pelzman (left) and fellow Carman Vernon R. Ackeret receive retirement congratulations from Car Foreman Chuck Lynch. Frank completed 48 years and Vern 40 years service with the WP.



Car Foreman Chuck Lynch (right) congratulates retiring Carman Richard Kinzol (center) as fellow retiring Carman Frank J. Pelzman looks on.

Congratulations to carman FRANK J. PELZMAN who retired July 30, '76, completing over 48 years of service. Frank's first job on the railroad was a carman apprentice in 1928 when he was sixteen years old. He became a journeyman carman in 1936 and worked in Chico for the Sacramento Northern Ry. in 1938-39. Frank had no reportable injuries during his career which lasted nearly a half-century.

Best wishes to Carman VERNON R. ACKERET upon his retirement on July 30, 1976, after 40 years service. Vern was first hired in 1936 as a carman apprentice in Sacramento and in 1941 moved to Oakland for five years. In 1946 he returned to Sacramento, advancing to journeyman carman, and stayed in this city until his retirement.

A long and happy retirement go out to Carman RICHARD KINZEL who completed over 40 years of service on the WP.

STOCKTON



Elaine Obenshain, Wm. H. Lane



Congratulations to our MILEPOSTS correspondent and Mrs. WM. H. LANE on the arrival of their third daughter, Sheri Louise who was born on May 29, 1976. Their other two girls, Brenda who is six and Kimberley who is four, think it is just great having a new baby in the house. Sheri's grandparents, Carman and Mrs. V. A. BURCH of Oroville, as well as her maternal grandparents think she's just about it.

Our deepest sympathy to the family of Store Clerk JAMES G. RUSSELL who passed away September 25th, 1976.

**SACRAMENTO**  
Lola Landerman



Congratulations to Clerk CARL D. "CURLEY" BROWN upon his retirement after more than 40 years with the WP. A committee headed by Cy Bates and Francis Anderson organized a dinner party in "Curley's" honor which was held October 29th at the Red Lion Inn in Sacramento. Over fifty friends and co-workers attended.

"Curley" started in Elko in 1937 and worked nearly every job in nearly every office from San Francisco to Salt Lake City.

"Curley" and his wife Lucille have been married over 41 years and have three children, two daughters and a son, and the family has grown to include 13 grandchildren. "Curley" plans to retire in Sacramento and plans to spend more time fishing, bowling and gardening.

Congratulations to Sacramento Northern Brakeman WALTER T. KIMBLE who retired on May 9th after 28 years service with the SN.



Clerk Earl "Curley" Brown opens a large Campbell Soup can filled with 40 silver dollars representing each year of service. "Curley" received other gifts including a small can of "Curley-Noodle" soup donated by Campbell Soup Company. Some of the well wishers were (l. to r.): "Curley," Cy Bates and Paul Scott.



Sacramento Northern Brakeman Walter T. Kimble receives safety certificate and congratulations after 28 years service from Superintendent Glen M. Metzdorf at Sacramento.

Best of Luck to Roadmaster W. L. CHAPMAN, who served as roadmaster and other capacities at various locations on the WP until his retirement on December 31, 1975. He'd been working for the WP for 32½ years.



Roadmaster Walter L. Chapman and his wife were quite surprised by the paper train his friends made him for his retirement party in Sacramento. Walter started with the WP in 1943.

**CHICAGO**

P. R. McElhany

On March 16, 1976, JOE MOORE, our Resident Sales Representative in Charlotte, N.C. completed 25 years of service with the W.P.

Joe started his career with the W.P. as a Steno-ticket clerk in our Washington, D.C. office in 1951. In 1953 Joe was promoted to Sales Representative in Cincinnati and in 1958 he was promoted to Resident Sales Representative in Charlotte where he has been ever since.

SUMMER FALL 1976



Sales Representative for Charlotte, NC, J. E. Moore (right) receives his 25 year service award, a diamond money clip, and congratulations from General Sales Manager-East P. R. McElhany.

Recently Joe organized a very successful Sales Sweep in North Carolina and Virginia. Following the Sweep, DICK MCELHENY, GSM-E; JACK HOPPENJANS, Sales Manager Atlanta and other team Sweep members hosted a dinner party in Joe's behalf at which time the very attractive diamond money clip was presented.

On June 13, 1976 JIM HANSEN, our Resident Sales Representative at Memphis completed 25 years of service with the W.P. Jim started with the W.P. in the Operating Department (Western Division) at Stockton in 1951. Since then he has held various sales positions in St. Louis, New York and Shreveport.

Following a recent dinner party in his honor, DICK MCELHENY, General Sales Manager-East, presented Jim with his 25 years service award. Jim chose the very attractive necklace and in turn presented it to his wife.



Following a presentation with congratulations from General Sales Manager-East P. R. McElhenny to Sales Representative J. B. 'Jim' Hanson, Jim places his 25 year service award necklace on his lovely wife at a dinner in their honor.

Congratulations to JOHN HENNINGSEN who was elected to the position of Secretary for the Transportation Club of Minneapolis/St. Paul (area) for the 1976 year.

Congratulations to H. G. "GIL" JESTER who was elected to the board of governors of the Dallas Railroad Sales Association for the 1976-1977 term.



OAKLAND  
Lu Wheeler

Congratulations to former WP Interchange Yard Clerk LINDA BRYSON on her marriage to SP carman Grad A. Serda. The ceremony took place on October 13th, '76, at St. Elizabeth's Catholic Church in Oakland. WP Switchman WALTER BRYSON is the proud father of the bride.



Former WP Clerk Linda Bryson, daughter of Switchman and Mrs. Walt Bryson, poses with her new husband Gary A. Serda after their wedding in Oakland, Calif. We wish Gary and Linda many happy years of marriage.

Our best wishes for a speedy recovery go to Engineer F. V. CASEY of the 25th street yard who has been off work for quite some time due to a heart attack.

We wish Switchman E. J. SMITH of the Oakland yard a speedy recovery from the heart attack he suffered on Nov. 14, '76.

Congratulations and many happy years of retirement to District Special Agent WILLIAM A. BERGMAN. Bill's last assignment was the July 4th celebration and railroad exhibit in San Francisco. He had completed over 37 years service with the WP.

Our best wishes go to retiring Steno Clerk IRMA PIVER. Irma worked at the Milpitas car department for the past two years and prior to the move to Milpitas she had worked for 28 years at Oakland. Some 76 people attended the dinner party in her honor which was held October 8th at the Blue Dolphin Restaurant in San Leandro.



Steno Clerk Irma Piver opens the surprise gift box she received along with a safety jacket at the retirement dinner in her honor. She also received the gold spike trophy, award presented by the BRAC.



Over 75 people attended the retirement dinner at the Blue Dolphin Restaurant in San Leandro, Ca. to wish Clerk Irma Piver all the best to come.

## SAN FRANCISCO

Anna McManus, Dora Prophet, Ruth Stone



Steno-Clerk Madeline F. Cooney and Pricing Staff Asst. Richard E. Forst enjoy a quiet moment together after their beautiful wedding in San Francisco on August 21st.

Our Best Wishes for a long and happy life together to Stenographer-Clerk MADELINE F. COONEY (at our San Jose Sales office) and Pricing Staff Assistant RICHARD E. FORST (San Francisco) upon their marriage August 21, 1976. The double-ring ceremony was performed at the First Unitarian Church in San Francisco. They honeymooned in California, Oregon and Washington. The newlyweds will make their new home in San Leandro. Many happy returns go to MADELINE and RICHARD FORST from MILEPOSTS.

Best wishes to Assistant Superintendent of Quality Control WALTER H. SNYDER who retired August 31st, '76, after 38½ years service. Many well-wishers attended a coffee and cake reception held in Walter's honor on his last day, at the San Francisco office.

Congratulations to Clerk ANNE K. MALFA upon her retirement July 30th, '76, after 33 years service. A dinner party was held in her honor at the Leopard Restaurant, with over 90 friends and co-workers attending. A coffee reception was held on her last day at the office. On her retirement, Anne plans to travel to Hawaii soon and later a visit to her favorite city—Paris, France in 1977. She makes her home at 1241 Funston Ave., Apt. 108, San Francisco, CA. 94122.



Clerk Anne Malfa looks over her fancy cake decorations just prior to her cake and coffee party in honor of her retirement from WP after 33 years.

Best Wishes for a long and happy retirement go to Estimating Engineer ROY B. KUNDE on his retirement on September 30 completing 29 years service.

Happy Retirement goes out to Chief AAR Clerk JOHN L. HICKS who retired October 10th after more than 28 years with the WP. John had worked for a number of years in the Sacramento office. A retirement dinner was held in his honor November 6th at the Mansion Inn in Sacramento which was attended by many friends and co-workers. A coffee reception was also held on his last day in his honor at the general office.



Clerk John Hicks (left) receives the Certificate of Appreciation from Manager of Budgets & Administration H. A. O'Rullian on John's last day at the 'GO' after 28 years with the WP, as Stan Haney (center) looks on.



Chief Clerk Jim Barrett (2nd from left) receives the 'gold spike award' from Bill Miller, General Chairman of BRAC, on the occasion of Jim's retirement after 42 years with the WP. Looking on are A. S. Skootsky (left) and John Mills at the San Francisco office.

We extend Congratulations and best of retirements to Clerk THEODORE "TED" TRAVINS who completed 30 years service on July 30, '76. Ted makes his home in Concord, Ca.

Best Wishes for a happy retirement to Chief Clerk JAMES F. "JIM" BARRETT who retired on July 30th, '76 with over 42 years with the WP. Jim makes his home in San Francisco.



A double retirement party with cake and coffee was held in honor of the retirements of Clerk Theodore "Ted" Travins (center with WP cup) with 30 years service, and Chief Clerk James F. Barrett (right center) with 42 years service at the San Francisco office. On hand to extend

them best wishes were Alan Bray, Ed Iborg, H. F. Hamilton, George McDearmid, Charles Cavis, "Ted," Elinor Madsen, A. S. Skootsky, "Jim," Kathy Wong, Harry Hanon, Marge Bischoff, Nancy Metz, Jewel Petsas and John Mills (down in front).



Clerk Anne Malfa receives the "gold spike award" from BRAC General Chairman Bill Miller at a Coffee & Cake reception in her honor. Among the well-wishers were: Kathleen Murphy, Bill Thompson, Andrea Thompson,

Bill Miller, Kathy Wong, Bill Nix, Ruth Stone, "Anne," John Eichner, Dick Rauschmeier, Marge Bischoff, Dick Frager and Janny MacHarg.



Clerk John Hicks (center) joined by his lovely wife Wynetta (right center) at his retirement cake and coffee reception in the San Francisco office. Among the many well-wishers were: H. A. O'Rullian, Mildred Cox, Carlyn Barg, Joe Dyer, Marie Bowers, "John," Stan Heaney, Wynetta Hicks, Wayne Pracht, Dona Fleet and Dennis White.

## Patience With "Prudence"

"Come up and see me sometime"

"Prudence" is a 14 month old black, gold, gray and white colored cat and faithful companion of Janny MacHarg of WP's medical department in San Francisco. Janny gave us the following bit of information about her cat with the *personality plus*.

About her parentage—her mother was named Pancake, and the father was "of anonymous persuasion." "Prudence" never goes out as her owner does not want her to associate with those "strumpets" of the street.

When "Prudence" first arrived at the MacHarg home she quickly made a playmate out of "Hortense" the cat who is eight years her elder. Now, after 14 months of suffering with her young and playful companion, "Hortense" is ready for a visit to the 'catyatrist' . . . or (to us humans) the cat psychiatrist.

Adornments around the house were also subject to change. There were some 40 exotic plants, *before* "Prudence," and now, since she has "mowed the lawn," there are only a few plants left standing in the 450 Palmetto Ave. (San Francisco) household.

This is a story that asks the stirring question: will the older more reserved "Hortense" find PATIENCE and happiness . . . *in time*—WITH the slow maturing, playful "PRUDENCE?" Happy New Year!



This photo was taken September, 1976 of "Prudence" up in her tree . . . and so typical.

## Our Cover

WP's train "TOF" emerges from tunnel #32 and crosses the south leg of the famous Keddie "Y" bridge. This train is headed by BiCentennial locomotives #1776 and #1976 traveling eastbound from Oakland to Salt Lake City during the summer of '76. Photo by Henry W. Brueckman.



# Eye Safety

## FIRST AID FOR EYE EMERGENCIES

Are you prepared in case of any eye emergency? In spite of the best in eye protective programs, an eye accident may strike at any time—at home, at play, or on the job.

It is estimated that each year there are more than 422,000 eye accidents. You never know when you may be called upon to aid someone injured.

Knowledge of first aid for eyes may someday mean the difference between sight and blindness for you, a family member, or a fellow worker. These special emergency tips are divided into four major categories for easy reference.

**Blows**—For a blow to the eye or a “black eye,” immediately apply cold compresses for about 15 minutes each hour. A black eye could mean serious internal damage to the eyeball and should be seen by a doctor.

**Specks**—Do not rub any speck or foreign body that gets into the eye. Lift the upper lid over the lower lid and let tears wash out the particle. If the speck does not wash out, keep the eye closed with a light dressing and seek medical attention.

**Cuts**—Bandage a cut eye lightly with a sterile gauze patch and get to a doctor immediately. Any eye with a cut, puncture, abrasion, etc., should not be washed with water. Do not try to remove an object stuck in the eye.

**Burns**—Whether caused by flame or chemicals, a burn in the eye should be flooded with water immediately for approximately 15 minutes. Hold the head under a faucet or pour cool water into the eye from a glass, pot, kettle, etc. Do not use an open eye cup. Burns, especially those from chemicals, should be examined by a doctor as soon as possible.

—Safety News Letter  
National Safety Council



## BiCentennial Around The USA and Calif.



On vacation in “Southern Railway country,” and stopping at Danville, Ky., WP Locomotive Engineer Bob Larson photographed our own WP Transport Co.’s Bicentennial piggyback trailer headed south on a ‘hot’ Southern Ry. intermodal train. Bob was waiting for the arrival of the Freedom Train traveling through Danville that June 12th afternoon and found a greeting from ‘home’ all painted red, white and blue. Closer to home, US Steel, Pittsburg, Ca. works painted their locomotive #76 up for our 200th birthday celebration. Shown in photo are: Cornelius Chatmon (USS) dispatcher; C. J. Trappe, Jr., Sacramento Northern Agent (Pittsburg, Ca.); Frank Robles (USS) switchman, and Engineer Bill Marglin. (Henry Brueckman photo.)



## Letters Received

### S.F. Railroad Exhibit

On behalf of Mayor George Moscone, I want to congratulate you on the extensive display you staged for the benefit of the people of San Francisco. It was an impressive addition to our naval plans for the Embarcadero and we are most grateful to the collective group of railroads you represented. Many thousands of people turned out to help us celebrate, and the city seemed alive with spirit and enthusiasm, particularly over the Fourth of July holiday weekend.

Many thanks for your assistance.

Sincerely,  
Jean McClatchy  
Executive Director  
San Francisco  
Twin-Bicentennial, Inc.

### More Than A Passing Mark

I wish to thank you and your company for your contribution towards making 1976 and America's Bicentennial more than just a passing mark of interest. Western Pacific's (GP-40): 1776 and 1976 have offered a number of enjoyable hours viewing and photographing in the northern California railroad scene. A big thank you.

Sincerely,  
Carter D. Cram  
Redding, California

### I Wish To Say Thanks

I am happy you have the section in MILEPOSTS for notes from retirees, otherwise, it would be hard to find a way to say Thanks to everyone who participated in my retirement party

and contributed to the bountiful cash gift.

I am so proud of the Service and Safety Awards. I hope everyone working for the Western Pacific today will have this happy experience of reaching retirement in good health surrounded by good friends and family.

"Bunky" and I are grateful that for thirty years my WP job put the *jelly* on our bread and butter!  
PS. Congratulations on the Wint. 75-Spr. 76 issue. It's the best yet.

Sincerely,  
Irma Piver  
19252 Almond Road  
Castro Valley, Ca. 94546

### Big Part In My Job

I was very pleased with my picture in the last issue. But was disappointed that my wife Dorothy was not in the picture, nor was her name mentioned.

I believe that she should have been at least mentioned as she played a big part in my job. She stayed with me through hardships as well as the good times. She was a lot of help to me in every way that a wife can be.

Sincerely yours,  
R. G. Hobbs  
P.O. Box 61  
Montello, Nevada 89830

### "THE BULLETIN"

Your *Winter '75-Spring '76* issue mentions the history of railroads. Here is a part included in the SOUTHERN PACIFIC'S *FIRST CENTURY* when in August of 1955 I was becoming editor of SOUTHERN PACIFIC BULLETIN:



"A century ago the first tracks that now are Southern Pacific were pushing aside the wilderness.

What was it the Engines said,  
Pilots touching, head to head  
Facing on the single track,  
Half a world behind each back?

These lines were penned by the immortal Bret Harte heralding that day of 1869 when the Central Pacific woodburning locomotive from the West touched its pilot to the Union Pacific coalburner from the East to signal completion of the first trans-continental railroad.

Your *Winter '75-Spring '76* issue has in it photographs of famous Southern Pacific locomotives—including the No. 4449—which in 1975 became a refurbished engine in Oregon and in April started a long journey

through over 70 cities so many millions of Americans can relive their heritage and see *American Freedom Train*.

Sincerely,  
James Richard Houghton  
16090 Wood Acres Road  
Los Gatos, Calif. 95030

### Somewhat Biased

I thank you very much for your kind note of 10-76, and the extra copies of MILEPOSTS. I am sending one of them to my old friend—Mr. Martin Pomphrey, Vice-President of the Frisco Ry. at St. Louis, Mo. I hope he lets the Editor of Frisco's "All-Aboard" see it. I can truthfully say that MILEPOSTS is No. 1 in my book.

## Letters Received

Maybe my good wife Ruth and I are somewhat biased when it comes to the Western Pacific Railroad. We have many good reasons to be. Fifty years ago, we timidly pushed open a door leading to Mr. J. P. Quigley's office, in San Francisco, and stuttered our way into the WP family. We came back through the same door with a pass to Burmester, Utah, and orders to take over the agency at that point. We took the ferry to Oakland (before bridges) and caught No. 2. Newlyweds, they called us, actually we were just two grown kids, whispering and giggling. That bright new world back then was a puppet, and we held the strings.

In the category of railroads, that we knew about, our admiration was for the powerful Santa Fe, but our love will always be for the WP. I could write a book on the many experiences we had for that year on the extra board from Salt Lake to Gerlach. A close call came at the little Potash station of Salduro, a few miles east of Wendover, about where the Bonneville Race Track is today. 400 track workers went on a Saturday-nighter and threatened to burn down the extra gang cars. When Tooele county sheriff and two deputies failed to quell the riot, WP's special agent, Merrill, was dispatched from Elko. He was just recovering from being shot in the stomach by a Wendover cook. Nevertheless, he came up with a plan that worked—and how.

I got to quit before this thing grows into a story.

P.S. We spent 17 years on the W.P. Last agency I worked was at the cattle feeding station of Doyle, Calif.

R. M. Lowe  
R1  
Snyder, Okla.  
73566

## Western Rails

By R. M. Lowe

Back when it was fashionable to sit around an old pot bellied stove on winter nights and tell stories, unforgettable Dave Judd, an early day Mormon teamster, used to come to my depot, and we'd have an "anecdotic jam." Light leaking through a crack in the stove door fit the mood perfectly.

In 1906, the new W.P. rail line, crawling across the Great Salt Lake flats, stalled temporarily just west of where the famous Bonneville race track is today. Mounds of freight, destined for the Ely mining district, piled up on the Utah-Nevada line until teamsters showed up to move it. Dave was one of them, so let's listen to his version: "We'd load up our wagons in the dark, and leave the salt flats at the first peep of daylight, with a heavy cargo for the 'Bews,' a station 45 miles west on the Nevada Northern Railroad. It was mostly up hill the first day, but if we whipped up right smart, we'd make night camp at a spring, a little ways down from Silver Zone Pass. At the crack of dawn, and you could bet on it, we'd hear that familiar and despised, 'Rise and shine boys' from our overstuffed trail boss. The trip down from the pass was mostly a tight line and brake job. The mules loved their good friend gravity, but I didn't. Thick alkali dust, boiling up around the rig like smoke from a grass fire, made us hide behind wet bandanas in order to breathe. We'd usually pull up to the Bews' platform an hour before sun down. Me and my partner would 'pronto' the unloading, and be settin' at a long table eatin' supper in the boardin' house, quite a spell before lamp lightin' time."



Pointing a narrow finger at Pilot Peak, above Silver Zone Pass, Dave Judd's dusty extension of the W.P. lies bleached and deserted in the shadows of an autumn sunset.

To the right of this trail, deep ruts of multiple trails, unadorned, except for coyote and wild horse tracks, lead southwest around a corner of the Pequop Range, and on beyond Spruce Mtn.

History says this was the approximate route of such famous explorers as Bidwell in 1841. The "Been Everywhere" John C. Fremont, who named Pilot Peak, after his guide, Kit Carson, found water on it, and wig-wagged John to come on.

Not the first nor the last, but most tragic, was the Donner party in 1846.—R. M. L.

Old Dave had a habit of staring into the fire after telling a story—sort of riding his memories along shady lanes that didn't include me, so I'd just wait patiently until he came back, and put the pump on him again.

When I asked Dave if Indians ever gave him much trouble on the road, he replied, "Nope, in fact, I never saw but one band of Indians the whole time. They crossed our trail about a mile ahead, with their ponies pointed south. I calculated they were headed for the Gold Hill country to get piñon nuts. Talkin' about trouble," Dave went on, "That hoodlum bunch and their painted gals, whoopin' the night away in the 'Blind Tiger' saloon at the Bews, rumbled our sleep. But like the old sayin' said, it's a long road that has no turns; and one night, the turn showed up, when bleary eyes at the 'Blind Tiger' started tradin' lead.

When it was all over, the Bews cemetery was the winner with two brand new graves. We got some sleep, after that."



After 70 years of cold winds and hot suns, leaning pine markers, in Bews little "Boothill" cemetery, seem a bit tired and sleepy.

Reading from right to left—the board leaning this way bears only the knife carved figure "1906."

The tall second board reads, "J. Woods, died April 21, 1908."

Carvings on twin boards far left have been erased by the desert wind. Directly above the "twins," a low saddle in the distant mountain range is where W.P. tied a loop in its rails, and called it "Arnold."—R. M. L.

After Mark Requa's engineer, Adolph Judell, got the Nevada Northern Railroad laid from Cobre, on the S.P. line, to Currie's ranch, 63 miles south, toward Ely, regular tri-weekly passenger service was started on June 2, 1906. One local "wag" put it this way, "They tri to go down one week, and tri to get back the next week."

On Oct. 3, 1907, a Western Pacific work train eased up to Nevada Northern rails, about two miles north of the Bews, cut out a crossing, and named it Shafter. The next day, a W.P. special arrived from Salt Lake City, crossed over to Nevada Northern rails, and rode them down to Ely. From that day on, little Bews, with its boardin' house and honky tonk tiger, went slowly home to Mother Earth, leaving the place to the first tenant, the Ancient Wind, to solo among Boot Hill's pine markers.

## In Memoriam

*Asa W. Arnall*, retired conductor, San Leandro, July 7, 1976.

*Charlie A. Baca*, retired carman, Milpitas, June 19, 1976.

*Daisy H. Burk*, retired telegrapher, Castro Valley, August, 1976.

*Felix R. Cordier*, retired trucker, San Francisco, May, 1976.

*Jose M. Cabezal*, retired marine oiler, San Jose, August, 1976.

*William A. Clements*, retired train dispatcher, Sacramento, August, 1976.

*Robert W. Crocker*, retired sales representative, Seal Beach, August, 1976.

*Denis Dinneen*, retired track laborer, Castro Valley, June, 1976.

*Chester G. Eckenroad*, retired conductor, Reno, April, 1976.

*E. W. Englebright*, retired assistant to President, Oakland, February 19, 1975.

*Everitt L. Mossman*, retired Sacramento Northern Railway laborer, Vallejo, June, 1976.

*Santiago F. Flores*, retired carman, Stockton, April, 1976.

*James H. Ford*, retired carman, Elko, Ne., February, 1976.

*Samuel Ford*, retired locomotive fireman, Fresno, June, 1976.

*Alvern F. Fowler*, retired carman, Oroville, May, 1976.

*James H. Haines*, retired switchman, Oroville, March, 1976.

*Henry W. Hobbie*, retired clerk, Oakland, February, 1976.

*Herbert C. Hodges*, retired conductor, Stockton, August 17, 1976.

*D. G. Hutchinson*, retired assistant division engineer, Quincy, June, 1976.

*Ralph B. Kelley*, retired carman, Sacramento, May, 1976.

*George V. King*, retired boiler-maker helper, Santa Rosa, May, 1976.

*Charles Knarr*, retired electrical helper, Oroville, June, 1976.

*Oscar H. Larson*, retired chief clerk, Santa Rosa, April, 1976.

*G. K. Laumer*, retired Sacramento Northern Railway superintendent of equipment, Chico, June, 1976.

*Mollie Lederman*, retired agent accountants clerk, San Francisco, August, 1976.

*Albert L. Lentz*, retired fireman, Grants Pass, Ore., May, 1976.

*Thelbert E. Lewis*, retired clerk, Winnemucca, Ne., May 9, 1976.

*Gustav F. Lindman*, retired Tidewater Railway section laborer, Manteca, March, 1976.

*Francisco K. Maciel*, retired track laborer, Stockton, January, 1976.

*Lee R. Maxcy*, retired Sacramento Northern Railway brakeman, Memphis, unknown.

*Bessie E. McCulley*, retired interline clerk, Walnut Creek, August, 1976.

*Harrison B. McNulty*, retired brakeman, San Francisco, July, 1976.

*William S. Merryman*, retired brakeman, Yountville, May, 1976.

*A. H. Mettet*, retired carman, San Carlos, August, 1976.

*Frank A. Nosler*, retired car helper, Sacramento, May, 1976.

*Frank L. Omnes*, retired switchman, West Sacramento, August, 1976.

*Peter Palmer*, retired carpenter, Sacramento, August, 1976.

*Bernice E. Park*, retired clerk, Stockton, September 28, 1976.

*Edmond G. Parrott*, retired conductor, Stockton, April, 1976.

*R. E. Patterson*, retired brakeman, Stockton, February, 1976.

*Cecil J. Payne*, retired carman, Oroville, April, 1976.

*William B. Polansky*, retired telegrapher, Tracy, unknown.

*Harold E. Randall*, retired locomotive engineer, Oroville, May 7, 1976.

*Jess L. Reed*, retired locomotive engineer, Stockton, February, 1976.

*Richard B. Dixon*, retired Sacramento Northern Railway bridge and building foreman, Summerland, B. C., Canada, July, 1976.

*Vernon C. Roblyer*, retired foreman, Midvale, Utah, April, 1976.

*J. G. Russell*, section stockman, Stockton, September 25, 1976.

*Lee R. Scribner*, retired track laborer, Kingsbury, July, 1976.

*R. L. Shepard*, retired machinist, Oroville, August, 1976.

*Helen R. Small*, retired transportation clerk and MILEPOSTS correspondent, Oroville, October, 1975.

*Luther Smith*, retired shop laborer, Oklahoma City, June, 1976.

*Joseph D. Sonzogni*, locomotive engineer, Portola, August 31, 1976.

*Cecil G. Spoon*, retired engineer, Stockton, September 5, 1976.

*Aage J. Stender*, retired section foreman, Santa Rosa, July, 1976.

*King A. Stubblefield*, retired carman, Sacramento, April, 1976.

*Charles Sullivan*, retired section man, Elko, Ne., 1976.

*Ruby G. Thomas*, retired interline clerk, Altadena, May, 1976.

*Alexander S. Toraiiff*, retired, Western division, San Francisco, April, 1976.

*Jose F. Torres*, retired laborer, Le Agustimos, Mexico, 1976.

*Kenneth B. Wastell*, retired Oakland Terminal Railway locomotive engineer, El Cerrito, July, 1976.

*M. I. Whaler*, retired clerk, Greenville, April, 1976.

*William E. Wolgamott*, retired special agent, San Francisco, May, 1976.

*Lewis Wesley Woods, Sr.*, retired locomotive engineer, Salt Lake City, July 19, 1976.

MP #242: Is located two and one half miles east of Pulga, California in the heart of the Feather River Canyon. On this day our Mileposts camera caught a photo of Chief Engineer A. W. Carlson with members of the engineering department en route on an inspection tour of the Third Subdivision aboard one of WP's radio equipped "hi-tailers." The many rows of wire shown near the right-of-way is one of a number of "slide detector fences" installed for additional safety for trains traveling through the canyon.

Volume 28, No. 1

Summer-Fall 1976

### 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.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



W.P. 83

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