

SPECIAL ISSUE Fall-1974

WESTERN PACIFIC
Mileposts
DECEMBER 1945



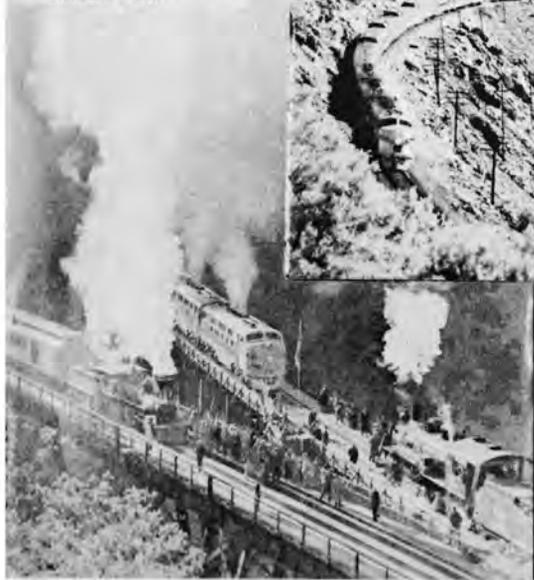
WESTERN PACIFIC
Mileposts
OCTOBER 1945



WESTERN PACIFIC
Mileposts
AUGUST 1946



WESTERN PACIFIC
Mileposts
NOVEMBER 1947



WESTERN PACIFIC *Mileposts* —25th Anniversary

Mileposts' early history at Sacramento Shops tells the story of the fast change in railroads that was soon to follow World War II. The following is an example of the growth of Western Pacific that MILEPOSTS has reported over the last 25 years.

SACRAMENTO SHOPS

Herman F. Schultze

With the ever changing of time, so has Sacramento Shops changed. Within the last five years who would have thought that the old mill, car repair shed and wooden water tanks would be torn down to make room for the new piggy-back ramps and storage area? The diesel erecting shop and the "old" section of the shop have given way to the car repair department. The store department has replaced the boiler shop area. The paint shop and office building have been vacated and the blacksmith shop has almost given way to the new truck re-

pair shop. An "old-timer" would hardly be able to find his way around any more in our new shop layout.

As a note of interest, thought you might be interested in the beginning of MILEPOSTS. At Sacramento Shops we have an Amusement Club, which in past years was a very active part of the Western Pacific Railroad, sponsoring bowling teams, soft and hard ball baseball teams, golf tournaments, and other sporting events. The Western Pacific Amusement Club also organized retirement parties, picnics, dances and Christmas parties. At one time it printed a weekly Amusement Club paper giving little tidbits of information about Shop employees, each craft having a reporter. Later, management in Sacramento became interested, enlarging the paper into the *Reporter* and including information about outlying points. Later the operation was moved to the San Francisco office, becoming the present MILEPOSTS.

Mileposts—Silver Anniversary

"The little magazine you are reading is the first issue of Western Pacific MILEPOSTS. It is your magazine and we hope you will like its contents and its size."

That boxed message helped introduce the first issue of MILEPOSTS in August 1949—237 issues ago.

Today, on our silver anniversary, we hope that for 25 years we've kept your interest and reported every newsworthy event that ever rolled

down a Western Pacific track.

To remind you old-timers and to entertain the newcomers, here's a peek into a time capsule of W.P.'s finest hours and momentous events, recorded by MILEPOSTS.



San Francisco, Ca., screen star Eleanor Parker christens the famed California Zephyr the day before it went into service on March 20, 1949.

The actress was assisted by Harry A. Mitchell, president, and Goodwin Knight, California's lieutenant governor.

The first issue's lead story celebrated the acceptance by so many of the *California Zephyr*. Plaudits for fine service came from experienced travelers of every sort. Most often praised in that article were the comfort and courtesy of that sleek train's accommodations.

A Western Pacific picnic held at Shangri-La Park in the Los Altos Hills speaks of a more intimate time for the Western Pacific. 800 showed

up that summer of '49 for play and relaxation.

MILEPOSTS declared "All Clear Ahead." The Centralized Traffic Control Board, newly installed at Sacramento that year, culminated a six year signal projection for the Western Division. CTC facilities were expanded shortly to the whole line, and today even more advanced signal controls are approaching completion.



August, 1953; W. A. Clements, dispatcher at Sacramento, records the movement of a freight train on his train sheet. There were five Traffic Control System machines on the WP. Three at Sacramento to control the first,

second and third subdivisions between Oakland and Portola and two at Elko, Nevada, to control the track between Weso and Alazon and SLC.



Oroville yard, 1950, steamer #35 (2-8-0) built 1909 and extra 902 built 1941 await orders west.

Steam was still dominant with only 59 diesel units out of 141 locomotives then on the line. But the times were a-changing fast.

1949 saw great construction along Western Pacific's namesake route through the Sierra. P.G.&E.'s Cresta Dam was a-building on the Feather River while Western Pacific helped out. Innovative earth and rockmoving techniques overseen by Asst. Trainmaster Grant Allen and Roadmaster C. R. Barry were the order of the day.



Cresta Dam, near WP mile-post #247, on the Feather River. The water captured behind Cresta Dam, which is 113 feet high and 384 feet long, flows through four miles of pressure tunnel which is 26 feet in diameter.

Putting circus, kids and train together was an annual August affair in Nevada from 1949 to 1960. This Shriners' sponsored event began after dawn loading peppy kids into Western Pacific cars from Winnemucca and stops in between to Reno. Box lunches, pop and birthday cakes furnished by Western Pacific vanished fast! The

Kerak Shrine Temple of Reno picked up the nominal tab.



Part of the fun for kids at Winnemucca the day before was painting the sides of cars with names, faces and pictures. The result too, is a colorful train.

Over 10,000 sleepy kids rolled home at the end of twelve years of "Circus days" knowing they'd been railroaded into a great time.



It took a 20-car special train to carry a record-breaking 1,127 Nevada youngsters to the Annual Shrine Circus at Reno in 1953.

Five years down the line MILEPOSTS was proud to announce new "power to the Pacific." Dieselization was rapidly replacing steam on the Eastern Division. The route along the Feather River was completely diesel that month, too.



"Times—they were-a-changing. . . ." as shown with EMD diesel #905 (built 1943) at Altamont in 1949. Note steam helper about 12

cars back. By 1954 only nine steam engines remain.

January, 1950 reports on "Ice Station Carlin" in Nevada: men, machines and a mule driven ice saw produced the 'wet' ice for WP's refrigerated cars until the mid-1950's.

Around November each year, Humboldt river water was pumped into an artificial pond and frozen 'naturally.' Saws "motorized" by Maude the reliable mule cut the ice into double-row blocks which were then floated down an open channel.



Overlooking the pond from atop the escalator as the ice moved up toward the ice house and through the edger.



Next, men broke the ice into 22-inch square cakes as it floated by. The cakes passed by escalators up to gravity runs, and were sent into the warehouse via men with "pickeroons" directing the frozen traffic. The ice



About 100 men worked for ten days in January to harvest the ice. Inspecting the 1950 harvest are: Ira C. Baldwin, supervising icing agent-Portola; Charles K. Faye, manager of

perishable freight; Ruben G. Dalton; Foy Cole; Charles Drake; and Clarence L. Droit, Secretary.



The huge ice house contained five storage rooms approximately 50 by 112 feet each and was located at Carlin, Nevada, 645 rail miles house was insulated and the ice acted as its own refrigerant until removed for icing refrigerator cars or shipped to WP's only other ice station at Portola.



The 22 inch thick blocks weighed in at 250 pounds each. They were stored on end in the ice house until removed that next summer.

The ice harvest of an estimated 30 million pounds a year was discontinued with the advent of mechanical refrigeration.



Western Pacific, with an initial order for twenty cars, was the first railroad to put the Compartmentizer Car into actual service. The WP played a large part in the final design and their construction, in 1951.

In 1974 WP takes delivery of 250 new insulated, cushion underframe, air bag bulkhead equipped, double-door box cars. This fifty-foot car also has dual marking with standard measurements and the metric equivalents.



east from San Francisco and 20 miles SW of Elko.

Statistics showed that in February of '51, W.P. took the lead in gross ton miles per train hour operation among Class 1 railroads. MILEPOSTS proudly reported it.

The data originated in *Railway Age*. That magazine said, "By and large, it's pretty safe to say that any railroad with high ton mileage per train hour is being pretty well run..."

The first month of '52 saw new rolling stock delivered to Western Pacific Compartmentizer cars to eliminate dunnage, divide mass weight and provide seal-off compartments for less-than-carload shipments. Improved D F (damage free) cars are in high demand today; Western Pacific led the way over twenty years ago with this first in freight car packaging. You read about it in MILEPOSTS.



Near the end of the great 1952 snow storm a WP steam rotary makes a pass to clear snow on the main line. During the January storm

the snow reached a depth of fifteen feet at Norvell, summit between Keddie and Bieber. Note steam helper #330 on siding.

The winter of '52 brought fierce storms. Eight to nine feet of snow in Portola and lots more than you can imagine along the Feather River. Drifting, sliding and melting to overflow rivers, the snow cost Western railroads lots that season. By January 22, ten days after the storm hit, there were still some 3,000 loaded and empty cars waiting between Gerlack, Nevada and Salt Lake City to cross the Sierra.

As the storm abated, everything that could move snow, from rotary plows to shovels, worked in round-the-clock shifts to clear the way. Drifting snow blew back as fast as it was cleared, but eventually the forces of nature subsided and the men and women of Western Pacific got things back to normal.



These pictures taken at Portola are a sample of the around-the-clock operations necessary to reopen the railroad after the storm. The steam rotary lost little time in opening a track through the Portola yard.



At Portola, where snowfall seldom exceeds three feet, the 1952 storm brought nine feet of the white powder snow.





A royal welcome was accorded WP's new train ferry, Las Plumas when she arrived at noon on July 11, 1957. She was designed by L. C. Norgaard, San Francisco naval architect, and

The newest ship on the railroad was our story of importance in July.

The delivery of W.P.'s all new train ferry, Las Plumas, on July 11, was reason for celebration. Arriving 12 hours ahead of schedule from Portland, she was welcomed traditionally by geyser spraying fireboats, pleasure boats, whistle blasts of other ships, belt railroad locomotive horns, and even a letter from then mayor of San Francisco, George Christopher.

Since then the Las Plumas has provided reliable daily service from Oakland to San Francisco for as many as 28 freight cars on her 375-foot deck.

November 9, 1953, saw the return of Western Pacific's business car,

built by the Albina Engine and Machinery Works at Portland. Former service was provided by two tugs, the Humaconna and the Hercules, and three barges.

Charles O. Sweetwood, after 21½ years of use as a traveling blood donation center by the Red Cross. 28,488 miles and 25,000 pints of blood later, the car, named for the first Western Pacific employee lost in action during the Korean War, was received by Western Pacific during decommissioning ceremonies at the Presidio of San Francisco.

It's a truck, no, it's a train, no, it's a "Piggy Back!"

September 1, 1955 was the beginning of this revolutionary cooperative transport method on W.P. lines. In conjunction with the Great Northern and Santa Fe then, and with Rio Grande and U.P., today, "Piggyback"



"Rail/Road service is on the way" was announced in the August, 1955 issue of Mileposts. "Insulated" trailers and specially equipped flat cars began service in this new field of transportation.



Great Northern's No. 3351 and WP's No. 204 met at Bieber on a freezing November 10, 1931 to dedicate completion of the north-service got the railroads into the high-class freight business formerly dominated by truckers.

If a haul is 500 miles or more, piggyback freight can be a money-saving answer for a shipper and a money-maker for the railroads.

Today Trailer-on-Flat Car (T.O.F.C.) and Container-on-Flat Car (C.O.F.C.) service is handled by Western



Pacific Transport, a subsidiary of Western Pacific Railroad.

The anniversary of the "Inside Gateway" connection of Western Pacific and Great Northern on November 10, 1931 at Bieber, California was celebrated there twenty-five years later with the driving of a commemorative gold spike. Three long trainloads of governors, mayors, shippers, employees and reporters met at Bieber on that date in 1956 to recall that spike being driven into the last tie linking Central and Southern California with the Pacific Northwest.

At the ten year mark, MILEPOSTS, now at post and issue #115, had another landmark to report. This one

south Inside Gateway. WP President Harry Adams and Great Northern President Ralph Budd shook hands from the engines' pilots.

was made of steel and concrete and rose over the flat terrain of the Stockton yard. To improve the view and thus the control and safety of rolling stock there, the yardmaster's office was located at the top of a 45-foot tower. Double-glazed, sound proofed and airconditioned, the room looks out on the whole yard operation, connected to the world below by radio, telephone and pneumatic tube. Greater safety and efficiency prompted the tower's construction, but it must be a fine place to watch sunrises and sunsets, too!

Extra 923-A passes under the watchful eye of the Stockton yardmaster. The new (tower) landmark had just gone into operation in 1959.





WP trains began operation over the 23 mile stretch of new main line on October 22, 1962. The North Fork Bridge over the Feather River

The permanent flooding of W.P.'s main line by the rising waters behind Oroville Dam necessitated mighty earthmoving and tunneling back in '62. A graceful concrete span over the North Fork of the Feather River and costs of about \$40 million for relocation of the line were a major story then. Almost 13 years of work went into that project, made possible by the engineering talent of W.P.

May, 1960 MILEPOSTS reports this country's first test of concrete track ties in March of that year. Prestressed

From the first test with prestressed concrete ties, the WP placed 45 of the ties under rails leading to the just completed new ramp and gallows frame at 25th street yard in San Francisco.



is 940 feet long, 200 feet high (from rail to river bottom) and located at milepost 232.43 (north portal tunnel No. 8).

concrete (wherein internal compression is maintained by transfer of tension) instead of wood was used at the 25th Street yard in San Francisco simultaneously with two railroads in Florida. It was hoped that two of these ties would eventually take the place of three wooden ties. Today there are over 550 of these new ties still being tested with positive results on the WP. The cost has not yet become competitive with wooden ties.

Hazel Richmond, the young girl in Brunette ribboned braids who walked into WP's general office in 1907 looking for a job, stayed on for 54 years. Later to become Hazel Wochos, she was in charge of the railroad's San Francisco telephone exchange until her retirement in September, 1961, probably setting a record for service in such a capacity. Hazel worked under all but the first of the WP's eight presidents up until 1961 during her half century plus of service.

BART (Bay Area Rapid Transit) was in the news even way back in '64 and '65. June 1964 brought President Johnson to Contra Costa County for ground-breaking ceremonies, initiating construction of a 4½-mile test

Sacramento Northern electric train (right) stops at Concord station just prior to last passenger run in June, 1941. 24 years later the first BART "test" car is delivered by the SN.



track. The first test-track car, "Clara," built by Western Pacific forces at Sacramento Shops, was delivered in March the following year. Clara was called a "laboratory" car rather than "test" car as her rough appearance bore no resemblance to the service cars now running under the bay. (She looked much like a corrugated steel, rectangular, rolling box.) Clara was to be joined soon by Agnes and Betsy, becoming a trio to perform on a six 16-hour day per week schedule during the test period. The test track was constructed over the old right-of-way of the Sacramento Northern electric trains between Concord and Walnut Creek.

Editor's Comment

This MILEPOSTS issue marks the end of a span of 25 years as well as

the hopeful beginning of another 25. As any editor will tell you, this publication is good only so long as it continues to be of interest to all of its readers. Continued success depends on the input from you.

Correspondents along the line who have contributed so much news about our many railroaders deserve our thanks for their fine reporting. Their tidbits of information lay the rails that tie MILEPOSTS together.

I am particularly grateful to Lee "Flash" Sherwood, editor of MILEPOSTS for the first 24 years of its existence for leaving an editor's chair into which I felt honored to step. His performance in helping all of WP's employees understand company policies and projects, plans and activities are recorded in every issue of MILEPOSTS.

—Paul Gordeney



Lee "Flash" Sherwood, editor (right), receives congratulations from Alfred E. Perlman, chairman of the board, on Lee's retirement in November, 1973.



Carl H. Yund



Ronald W. Winkler



George E. Rossi



Natalie C. King



Andrew S. Toth



John H. Hemmingsen

Appointments

Operating

Western Pacific welcomes Carl H. Yund, appointed Western Division Superintendent at Sacramento in September.

Carl was Superintendent-Operations for the Penn-Central Transportation Company at Indianapolis, Indiana, from 1970-1974.

His railroad experience with that company dates back to 1947, when he began on the Pennsylvania Railroad.

Carl was born in Cincinnati, Ohio. He graduated from the University of Cincinnati in 1951 with a degree in Civil Engineering.

He's active in church activities and has been a Cub Scout Committee Chairman and Assistant Scout Master.

Carl and his wife, Rae, have four children: George, 22; Beverly, 20; Steven, 16; and Douglas, 11.

Management Services

Ronald W. Winkler has been promoted to Manager Computer Opera-

tions effective June 1, 1974. Ronald joined the WP in 1972 after 15 years experience as a programmer analyst. He has a B.S. in Accounting.

Ronald is active in the Boy Scouts and enjoys many of the outdoor activities, fishing and water sports. He and his wife, Patti, have one son, Joe, who is 13.

* * *

George E. Rossi was appointed to Manager Business System Development last August.

George joined Western Pacific in fall, 1973, after working as manager of computer operations for two Nevada banks.

He is past president of the Nevada chapter Data Processing Management Association.

George has an AA degree in data processing and graduated in 1965 from Glendale College in California with a B.A. degree in business.

He and his wife, Heidi, make their home in So. San Francisco with their two children: Conrad, 4; and Stephanie, 2.

Accounting

Natalie C. King, former WP Chief Clerk, has been promoted to Manager-Payroll Accounting.

She began at the WP as a stenographer in 1953.

Born in Redwood City, California, she graduated from Sequoia High School. She now takes accounting courses at Golden Gate College and at the University of San Francisco.

Natalie sews 75% of her own clothes and is an "avid bike rider."

* * *

The following appointments were recently announced by R. W. Stumbo, Jr. Vice President-Finance:

J. A. Karr, Assistant Controller-Cost Accounting and Budgets, New Accounting Systems, Payroll Accounting.

Mrs. M. Moriarty was appointed Chief Clerk-Payroll Accounting.

Mechanical

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

Betty L. Hupman is promoted to Budget and Payroll Analyst, headquarters San Francisco.

Marketing

Andrew S. (Andy) Toth has been appointed Sales Manager for Detroit effective August 1, 1974.

He joined the WP in 1960 as Chief Clerk in Cleveland, Ohio. He also worked in the Pittsburgh office and most recently as the Resident Sales Representative in Minneapolis. He began his railroad career on the Nickel Plate Railroad in 1953 and later for the Denver & Rio Grande Western in Cleveland.

Andy and his wife, Eleanor, have four children: Lorraine, 17; Lillian, 15; Andrew, 13; and Jude, 9.

* * *

John H. Hemmingsen was appointed sales representative for Minneapolis, Minnesota, in August.

He joins the WP with 27 years at varied railroad operating and traffic experience in the Upper Midwest, Los Angeles and Kansas City, Missouri.

John is past president of the Twin-City Transportation Club and is active in transportation clubs in the upper Midwest. He enjoys photography as a hobby.

John and his wife, Elenore, have three children: Sue, 17, Terry Ann, 15, and Dan, 11.

Transportation

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

J. W. Long is promoted to General Supervisor - Demurrage, with headquarters, Sacramento.

A. C. Evans, Transportation Supervisor, Elko, has been relocated to Salt Lake City.

The following appointments were recently announced by R. B. Redus, Director operating Administration:

L. A. Lambert is appointed Manager - Transportation Cost Control, with headquarters at San Francisco.

B. G. Sinor is appointed Supervisor-Crew Center, Stockton.

Western Division

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

G. S. Nilsson to District Agent-Milpitas/San Jose.

D. L. Mitchell to Agent-Milpitas/San Jose.

C. Aadnesen promoted to Terminal Superintendent, Oroville.

J. W. Kiser appointed to Road Foreman Engines, Portola.

G. A. Barnes, appointed to Roadmaster, Keddie.

C. D. Jones, appointed Assistant Roadmaster, Keddie.

D. B. Rickman is promoted to Agent, Stockton.

H. Hayes is appointed Agent, Portola.

J. H. Belmont is appointed to Road Foreman Engines, Stockton.

D. S. Black (temporary position) Acting Road Foreman Engines, Oakland.

E. F. Malley is promoted to Assistant Trainmaster-Milpitas/San Jose.

Eastern Division

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

Guy Aquirre is promoted to Road Foreman Engines, Elko.

T. A. Merritt appointed Division Engineer, Elko.

B. M. Brown appointed Asst. Division Engineer, Elko.

R. C. Emery appointed to Track Supervisor, Salt Lake City.

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

J. C. Miller appointed Engineer-Administration, San Francisco.

C. A. Gerstner appointed Engineer Construction, San Francisco.

J. T. Smith, appointed Engineer Maintenance of Way, San Francisco.

L. E. Lelevich appointed Engineer-Planning & Design, San Francisco.

D. W. Parnell appointed Bridge, Building and Track Inspector, Keddie.

C. E. Carlock to Bridge, Building and Track Inspector, Sacramento.

J. G. Howard, General Supervisor Bridges & Buildings was relocated to Sacramento.

Economics & Cost Analysis

The following appointment was recently announced by the Director of Economics and Cost Analysis Dept., G. R. Green:

H. E. Meeker was appointed Assistant Director, Economics and Cost Analysis, San Francisco.

Personnel

The following appointment was recently announced by the Director-Personnel, T. R. Green:

A. P. Schuetz is appointed Manager-Personnel, San Francisco.



One of the popular (H.O. scale) models of WP locomotives is the GE-U30B. The handsome colors on the locomotive and cars is the exact

shade recently painted on WP equipment. A brass engraved name plate may also be ordered with the wood stand.

A great WP gift idea

The Western Pacific dominates the life of 17-year-old Ken Meeker of San Carlos, California. Ken is the son of Asst. Director-Economics and Cost Analysis H. E. Meeker. When Ken is not out on the railroad taking pictures and making friends throughout the property, he is in his shop reproducing in miniatures (H.O. scale) that which he observed in the field. Ken builds and paints railroad locomotives and cars, and up to this point has been hardpressed to keep up with the demand for exclusively W. P. locomotives.

His speciality is reproducing W.P.'s locomotives in H.O. scale in as much super-detail as desired by the customer. He produces ready-to-run units or those used as desk or mantle-piece displays, all copied precisely from actual W. P. units, both past and present. His desk displays have been presented as gifts for at least six retirements in the past three months, including that of SN-TS President, L. D. Michelson.

Ken is a senior at San Carlos High School and plans to attend a local college next fall. He wants to work for the W.P. after graduation.

Inquiries regarding these locomotives should be sent directly to Ken Meeker at 853 Bauer Dr., San Carlos, California 94070.



Ken completes all his orders for the (H.O. scale) miniatures in his basement workshop in San Carlos, Ca. His workmanship is excellent and the price is very reasonable.



Service Pin Anniversaries

July-August 1974

40-YEAR PINS

Leo F. Delventhal, Jr. Manager-Logistics Services San Francisco
Walter A. Theobald Clerk San Jose

35-YEAR PIN

Harry R. Loyer Chief Yard Clerk San Francisco

30-YEAR PINS

Richard L. Hussey Locomotive Engineer Portola
Lawrence E. Moe Sales Manager Portland
Shirley F. Porter Telegrapher Salt Lake City
Harold A. Sullivan Telegrapher Fremont

25-YEAR PINS

Richard F. Carter Electrical Engineer San Francisco
Martin J. Etchemendy Locomotive Engineer Eiko
Roy R. Gifford Project Engineer-Signals Sacramento
Larry L. Lawson TCS Maintainer Keddie
Andres J. Norgaard Yard & Bill Clerk Winnemucca
Harry F. Simon Signal Inspector Sacramento

20-YEAR PINS

Patricia M. Atwood Per Diem Clerk San Francisco
J. E. Brennan Agent Greenville
Lucille E. Burns O.S. & D. Clerk San Francisco
R. C. Clark Conductor Stockton
R. R. Grojeda Laborer Western Division
E. L. Hanway Conductor Stockton
M. J. Makuck Switchman Oakland
W. N. Meyers Conductor Stockton
B. H. Sanchez Laborer Stockton

15-YEAR PINS

Richard J. Baker Switchman Sacramento
Jessie H. Drake Switchman Sacramento
Robert E. Edwards Freight Claim Investigator San Francisco
Leon Frackowick Marine Deckhand San Francisco
Nancy A. Fredericksen Head Statistician San Francisco
Dennis C. Grasteit Conductor Salt Lake City
Jose J. Jimenez Carman Oakland
Lillian McDonald Accountant San Francisco
Larry D. Mullins Lead Programmer-Analyst San Francisco
B. B. Nix Steno-Clerk San Francisco
James D. Nokleby Asst. Mgr. Computer Operations San Francisco
Benny Padilla Carman Helper Oakland
Grover E. Webster Yardmaster San Francisco

10-YEAR PINS

L. P. Arteaga Machine Operator Oakland
S. C. Fernandez Laborer Milpitas
J. R. Fletcher Carman Sacramento
C. C. Florance Per Diem Clerk San Francisco
A. L. Grimes Electrician Stockton
B. G. Hoobler Track Patrolman Chico
R. Jones Machinist Elko
J. C. Maladonado Laborer Sacramento
J. W. Rickman Conductor Western Division
A. Q. Rivera Laborer Tracy
G. H. Shelton Machinist Stockton
C. W. Weathers Machinist Oroville
D. L. Wells Clerk Stockton

September-October 1974

45-YEAR PINS

Adrian A. Herrick Supt. Mechanical Motive Power Oroville
J. C. McCallon Engineer Portola

40-YEAR PINS

Robert Isaac Conductor Portola
Richard J. Joyce Conductor Western Division

35-YEAR PINS

William A. Bergman District Special Agent Oakland
Philip L. Cameron Conductor Eastern Division
Sam R. Heath Conductor Western Division
Joseph M. Reed Bill & Demurrage Clerk Milpitas
Lloyd T. Van Allen Conductor Western Division

30-YEAR PINS

Luciano Arano Carman Eiko
Theda L. Mueller Secretary Eiko
Bernadette O'Connell Rate Clerk San Francisco
Charles L. Otis Engineer Western Division
Catherine R. Rossi Chief Clerk San Francisco
Jack M. Sorenson Clerk Oakland
Jessie Spillman Telegrapher Stockton
Louise Zatarain Statistical Clerk San Francisco

25-YEAR PINS

Alfred L. Robinson Switchman Oroville
Denzil W. Beck Switchman Eiko
Glen C. Beck Roadmaster Wendover
Leroy William Chamberlin Carman Sacramento
Guadalupe S. Mancha Foreman Eastern Division
Lyle C. McDonald Carman Stockton
Robert F. Mumphrey Laborer Oakland

20-YEAR PINS

C. Contreras Laborer Sacramento
R. P. McCarthy Trainmaster Sacramento
Benjamin Sumaran Carman Milpitas

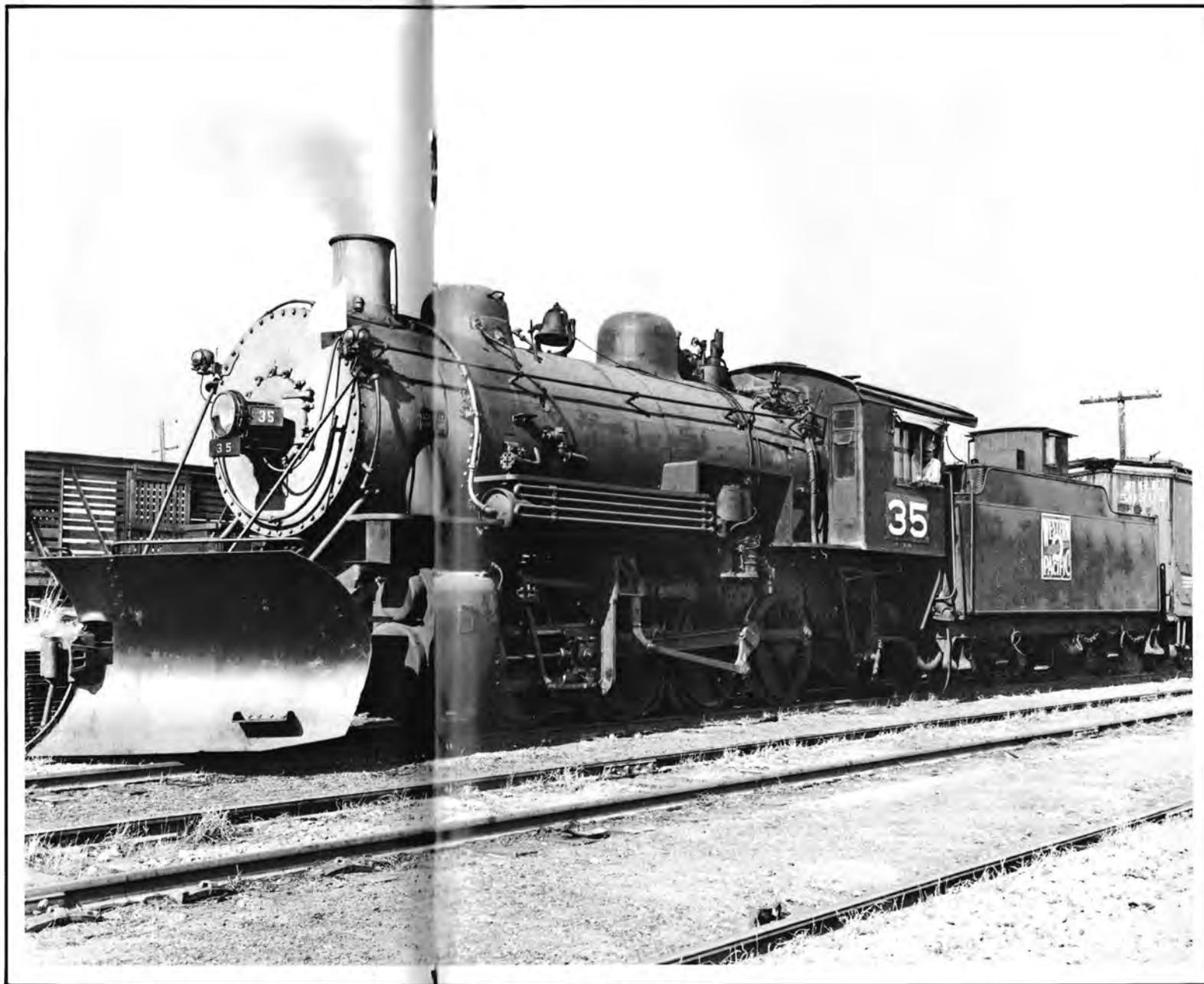
15-YEAR PINS

C. P. Blaskowsky Marketing Manager (WPTC) Oakland
C. G. Hartje, Jr. Director Intermodal Sales San Francisco
R. M. McCormick Wire Chief Portola
David E. McMahon Welder Western Division
Aarpm G. Seals Switchman San Francisco
L. E. Wells Telegrapher Fremont

(continued on page 20)



**Photo Album (#4)
Farewell To Steam**



Last steam engine to operate on WP's eastern division was No. 35 on March 17, 1950. Appropriately enough, her last run was a train of about 50 obsolete reefers enroute to Sacramento for scrapping. No. 35 began and ended the age of steam on WP's Eastern Division. Steamer No. 35 was built by the American

Locomotive Works at Schenectady, N.Y. in 1909. WP purchased 65 2-8-0 type engines numbered from 1 to 65. The first order of 20 were delivered in 1906. The overall length measured 70 ft. 5 inches from coupler to coupler. The crew on No. 35's final run westbound out

of Elko included engineer H. A. "Dutch" Baumert and fireman Bill Eyre. Her whistle was a familiar sound along WP's right-of-way for over 40 years. The new diesel-electrics meant the end of steam on the Eastern Division and foreshadowed its doom on the entire railroad.

They Have Retired

Raymond L. Ackeret, lead carman, Alameda, 45 years 4 months.

Gordon J. Addis, engineer, Oroville, 47 years 1 month.

Ralph Aiello, locomotive engineer, Salt Lake City, 37 years 5 months.

Darrell E. Bancroft, conductor, conductor, Stockton, 32 years 1 month.

Eugene H. Beitel, conductor, Magna, Utah, 46 years 2 months.

George M. Blackwell, track foreman, Oroville, 21 years 6 months.

Vergil A. Bright, carman, Oakland, 36 months 10 months.

Frank T. Calnan, clerk, San Francisco, 38 years 1 month.

John W. Canfield, locomotive engineer, Portola, 39 years 10 months.

M. Tom Clark, clerk, Elko, 39 years.

Frank J. Coleman, diesel foreman, Elko, Nevada, 32 years, 8 months.

Dorothy E. Davidson, assistant rate clerk, San Francisco, 30 years 1 month.

Vester A. Edwards, engineer, Oakland, 26 years 9 months.

Edward H. Field, store helper, Sacramento, 33 years 10 months.

Laurel J. Fisher, section foreman, Sacramento, 40 years 8 months.

Lawrence Gerring, clerk, San Francisco, 37 years 11 months.

Ray E. Gervais, conductor, Portola, 31 years, 2 months.

Carl A. Grawvogel, Agent-Telegrapher, Winnemucca, NV, 37 years 1 month.

Ines M. Guadagnini, code clerk, San Francisco, 31 years.

Wilbur C. Hardy, Motor car maintainer, Oroville, 39 years 6 months.

Charles L. Higley, section foreman, Elko, NV, 42 years 2 months.

Vincent J. Howard, clerk, San Francisco, 45 years 1 month.

Lincoln A. Hupp, agent, Turlock, 27 years 11 months.

Henry Ispisua, hostler helper, Elko, 29 years 10 months.

Freeman E. Jones, car inspector, Fremont, 27 years 3 months.

Harry E. Johnson, clerk, San Francisco, 32 years 8 months.

Robert G. Jordan, switchman, Stockton, 23 years 9 months.

Charles W. Lawless, switchman, Stockton, 31 years 6 months.

Lawrence J. Levis, accountant, San Francisco, 27 years 7 months.

Ruben M. Martinez, car inspector, Oakland, 5 years 1 month.

Jack W. Merkley, locomotive engineer, Sacramento, 37 years 8 months.

Leland D. Michelson, President, Sacramento Northern - Tidewater Southern Ry., Sacramento, 46 years 2 months.

Patricia J. Montana, payroll clerk, San Francisco, 30 years 9 months.

Elmer P. Moore, conductor, Winnemucca, 39 years 8 months.

Manuel J. Morris, pipefitter, Oakland, 15 years 4 months.

Teresa V. Murphy, comptometer operator-supervisor, San Francisco, 29 years 10 months.

Loren D. Nelms, Jr., switchman, Fallon, 17 years 2 months.

Bernard C. O'Keefe, agent, Oakland, 38 years 7 months.

Edwin D. O'Neil, accountant, Pacifica, 32 years 11 months.

Logan Paine, assistant secretary, San Francisco, 48 years 3 months.

John A. Pickering, rate clerk, San Francisco, 32 years, 10 months.

Albert M. Robinson, Oakland Terminal Railway switchman, Oakland, 5 years 11 months.

John G. Sandstrom, chief clerk, San Francisco, 46 years.

Ruel R. Sims, switchman, San Jose, 28 years 2 months.

Lawrence I. Singley, switchman, Oroville, 32 years 6 months.

Othel A. Smith, clerk, Yuba City, 6 years 1 month.

Albert B. Tedd, clerk, Oroville, 30 years 10 months.

W. Allen Thorpe, clerk, Sacramento, 32 years 11 months.

E. A. Tibbedeaux, locomotive engineer, Stockton, 39 years 3 months.

Humberto Torres, laborer, San Jose, 27 years 10 months.

James A. Waddell, B&B foreman, Tracy, 24 years 3 months.

Edwin L. Wemmer, locomotive engineer, Sacramento, 37 years 11 months.

William (Bror) Wikander, general bookkeeper, San Francisco, 41 years 4 months.

Matther G. Willoughby, clerk, San Jose, 36 years, 6 months.

Robert L. Wirthlin, conductor, Winnemucca, 32 years 2 months.



William F. McGrath (right) assistant vice-president-sales congratulates and presents a 45-year service pin to Robert L. Runge, sales manager, at a recent luncheon in his honor in Sacramento.



H. J. Bruce, vice president-marketing, congratulates and presents a 40-year service pin to Leo F. Delventhal, Jr., manager-logistics services, recently at San Francisco.



"IT'S A REMINDER----TO WORK SAFELY"

(continued from page 17)

C. E. Bossen
Wm. P. Gurgurich
E. P. Guzman
R. J. Harleton
D. W. Harris
L. J. Land
J. S. Languell
A. J. Pimm
F. Sochertis
C. W. Wilkins
J. A. Wilson

10-YEAR PINS

Asst. Signal Supervisor	Winnemucca
Sales Representative (Mileposts Correspondent)	New York
Foreman	Pleasant Grove
Machine Operator	Reno
Fireman-Oiler	Sacramento
Clerk	Oakland
Brakeman	Stockton
Sheet Metal Worker	Oakland
Electrician	Oakland
Foreman	Oroville
Machinist	Stockton



Caboosing

STOCKTON



Elaine Obenshain, Wm. H. Lane



Congratulations to "MILEPOSTS" on the 25th Anniversary. Many changes have been seen in both the MILEPOSTS and railroading over the years. VIRGINIA RUSTAN (now retired), was the first Stockton correspondent for the MILEPOSTS. She passed the pleasant task of compiling notes for Caboosing along to me in September, 1954. In recent years VELMA PRENTISS and BILL LANE have ably assisted me in gathering news. We look forward to enjoying "MILEPOSTS" for many more years.

Congratulations are extended to JANICE ELAINE PARMENTER, daughter of Clerk and Mrs. E. PARMENTER, and John Gray Verkerk who were married June 15, 1974. The home of the groom's parents, Mr. and Mrs. John J. Verkerk was the setting for the wedding and reception. Janice graduated from Stagg High, Delta College and Fresno State University and is employed as an engineering technician on Rough and Ready Island.

Retired Clerk and Mrs. JOHN G. ROSE, SR., celebrated their 50th wedding anniversary June 29th by renewing their marriage vows at Immanuel Lutheran Church, Stockton, followed

by a reception in the Church social hall. We wish them continued happiness.

Conductor and Mrs. JOHN W. EDGAR are proud parents of a son born April 26th, 1974, whom they named Johnathan Michael. He was welcomed by sisters Brandie, age 5 and Dawn, age 3.

A second son, Damion Robert, was born to Switchman and Mrs. K. L. WILKINSON, on July 14, 1974. Damion's big brother is Kenneth L. Jr. and his proud grandparents are Switchman and Mrs. T. M. CUTTER.

Our deepest sympathy to the family of retired roundhouse Clerk MARY L. (MAY) ELLIOTT, who passed away June 7, 1974. "May" retired on June 30, 1966.

Our sympathy also to the family of retired TWS Brakeman WILLIAM R. DAWSON who passed away on May 12th.

Engineer LOUIS J. FISCHER, SR., made his last trip Sunday, May 26, 1974, retiring with 47 years service.



L. J. (Luie) Fischer (left) receives congratulations and best wishes from J. H. Belmont, Western Pacific road foreman of engines, after his last run.

"Luie" started his Western Pacific career on October 5th, 1927 and was promoted to engineer in 1941. He says one thing he is proud of is never having missed a call, something he couldn't have done without the support of his wife, Louise. We hope he has a long and enjoyable retirement.

Switchman CHARLES W. LAWLESS retired July 1st with 31 years, 6 months service. He started with the WP in January, 1943. We wish Charlie and Lee many pleasant years of retirement.

Switchman ROBERT G. JORDAN retired July 1st with 23 years service. "Rocky" entered service with the WP in October, 1950. He had also worked 3½ years with the SFE and 3 years with the Burlington. The Jordans have six grandchildren. Three from their daughter Geraldine and her husband Leon, who live in Fresno, and three from their son Robert and his wife Virginia, who live in Lodi. We hope "Rocky" and his wife Violet travel many happy miles in their 'mini' motor home!



The Jordan family. Mrs. Jordan, Linda, Janet, Gary and retired switchman Robert G. Jordan, celebrate his retirement with their grandchildren.

Engineer EDMOND A. TIBBEDEAUX retired July 12th. He first entered service on the WP in February, 1937. The Tibbedeauxs plan to do some traveling now that they have the time.

Conductor DARRELL E. BANCROFT retired July 5th with 31 years, 11

months service. He hired on with the WP in June, 1942.

The foundation has been poured and steel is now on hand for the new yard office at Stockton, to replace the 50-year-old wooden building, which will be razed after the move is made into the new building, which is expected to be completed in late September. The new building will house the freight and yard offices as well as the Stockton W.P. Employees Credit Union. The building will be 5,200 square feet and will have vinyl wall covering, acoustical ceilings and central air conditioning.

Terminal trainmaster JOHN A. DIXON recently resigned. We wish him much success in his new field of endeavor.

LEIF HYLLEN has been appointed terminal trainmaster at Stockton. He was formerly yardmaster at Portola. The Hyllens plan to move to Lodi in the near future. We extend a hearty welcome to "Swede" and hope his family will enjoy living in this area.

DONALD S. BLACK, formerly an engineer on the Sacramento Northern, has been appointed road foreman of engines, succeeding JACK H. BELMONT who is on leave of absence while assisting with the Apprentice Engineers' Training Program.

Congratulations to Hostler Helper and Mrs. VIC DIAZ on the birth of a son, born in July. Also, congratulations to Machinist Apprentice and Mrs. E. ALEJANDRE on the birth of their first son.

Best wishes for a long and happy retirement goes to Electrician Helper GLEN SYLVA. He is now living in Oroville, where he plans to enjoy the recreational opportunities there.

We also want to wish Laborer EVA PIERCE a long and happy retirement. She also moved to Oroville to be near her family.

Our condolences go to the family of Electrician Helper **MAC WILLIAMS**. He passed away in July as the result of a boating accident.

On July 28th, the Amusement Club had a picnic for its members. It was held in Mickey Grove Park in Stockton. The picnic was headed by **HARVEY DODD**, **BILL WILKINSON**, **RICHARD RADCLIFF**, **GEORGE NEVIUS**, and **JERRY HUSEN**. This is an annual event sponsored by the Amusement Club. Plenty of food and fun were enjoyed by all who were there.

Billie Jean Wilkinson, a member of the Manteca Future Farmers of America and the daughter of Electrician **W. J. WILKINSON**, took a 940 pound Herford Steer to the San Joaquin County Fair in Stockton. She showed the steer at the Junior Livestock auction on August 14th and placed first in Group One Lightweight Division and Third place in the overall show. Miss Wilkinson sold her steer on August 17 to the Bentz Bros. Tractor Service of Stockton for 80¢ a pound. Congratulations Billie Jean.



Billie Jean Wilkinson and her prize steer at the San Joaquin County Fair in Stockton.



Sam and Connie Grech send greetings from their home in Malta, West Africa.

and his wife Connie. Sammy left Sacramento and his job as a sheet metal worker helper apprentice at the Shops 15 years ago to return to Malta. Sam and Connie hosted us in their home and guided us around their Island to all its historic and picturesque landmarks, making our visit a very memorable one. Both wish to send greetings to their friends in America and to extend an invitation to visit them anytime. During our week in Africa we were hosted by my brother Carl and sister-in-law Ellen, who are serving as missionary parents in Yaoude. They also had a very full schedule planned for us, highlighted by a tour of the missionary hospital and leprosarium in Ebolowa, an invitation by their cook Pierre to lunch in his native village of Etonda, and a trip to Bamenda in a small six passenger plane to view the craters, grasslands and wild animal areas of Cameroun.

SACRAMENTO SHOPS

Herman F. Schultze



Congratulations to Carman and Mrs. **R. MORGAN** on the arrival of an 8 pound 15 ounce baby boy—no doubt about it, a future professional football prospect!

Your reporter and wife **MARCELLA** (former shop clerk and **MILEPOSTS** reporter 1951-62) had a fascinating vacation in London, Rome, Malta and Cameroun, West Africa. On arrival in Malta we were met by **SAMMY GRECH**

There were 24 retirees present at the last Annual WP Amusement Club "Old Timers Night." The senior retirees were blacksmith **J. RODRIGUES** (1952), blacksmith **J. FIPPEN** (1953), machinist **J. STRATTON** (1954) and sheet metal worker foreman **W. SPANN** (1956). With the usual excellent meal and good fellowship, a great time was had by all. Many went home with a door prize.



(Above) Store Helper E. Fields (right) receives congratulations from Store Keeper B. Morrison on his retirement. (Right) "Old Timers Night" at Sacramento: left to right (standing), D. Stadler, J. Fippen, A. Drummon, W. Nicholas, C. Bennett, T. Fasset and J. LaMofa. (Sitting) P. DeGregoro, S. Martelo and I. Roderques.



Wishing a long and healthy retirement to Store Helper **E. FIELDS** after over 33 years of service with the WP.

Our sympathy to the families of retired carman "**BUCK**" **CRAIG** and retired sheet metal worker **HENRY BITZ** on their recent deaths.

Best wishes to Machinist **H. G. ROHDE** who is recovering from a lengthy illness and to Electrician **E. STEUBEN** recuperating from surgery.

It was great to see retired machinist **A. BURNIP** visiting the Shops from his home in England where he has been living the past three years. Escorting him was retired machinist **DICKIE STADLER** proudly "showing off" a diamond studded 50-year pin from the International Association of Machinists Union.

We all like a surprise and that's what it was for Laborer **TIM KEYS** when Machinists **G. MANIKAS**, **R. WARD** and **S. RETALLIC** got together



"Old Timers Night" at Sacramento. Left to right (standing), W. Fosha, G. Napoli, A. Maden, D. Sarbach, W. Spann, M. Cacic, J. DePangher, J. Stratton, W. Parker, (sitting), J. Strawn, F. Rhorer, A. Santos, L. Morris and R. Kelleher.

and arranged a birthday party for him, complete with card and cake. A day, I'm sure, Tommy will long remember.



Tom Keys' birthday party: left to right, S. Retaille, Tom Keys, G. Manikas and R. Ward.

SACRAMENTO
Lola Landerman



A large group of friends and co-workers gathered at the Sheraton Inn



Wilmer Andersen's retirement party, left to right, front row, Paul Scott, Mr. and Mrs. Wilmer Andersen, second row, Dennis Rickman, Fred Brandes, and Mrs. Rickman.

in Sacramento on June 28th to honor Demurrage Clerk WILMER ANDERSEN on the occasion of his retirement after 44 years with the SN and WP railroads. Wilmer received a gift certificate enabling him to learn the fine art of playing golf to fill some of the leisure moments ahead.

Wilmer was born in Missouri and came to California when he was just 6 weeks old. He attended Sacramento High School and Heald's College. He married FRANCES A. ANDERSEN, who is a demurrage clerk in Sacramento, over 27 years ago, and they are the proud parents of two sons: DENNIS, who is a brakeman on the SN railroad and MICHAEL, who graduated this year with a teaching degree from San Jose State College. Wilmer's last position with the WP was Demurrage Clerk at Sacramento. Our best wishes for many, many happy years of retirement go with a great guy.

We at Sacramento are sad to report that retired clerk VIVIAN O. (BUD) WOODRUFF passed away July 22nd. He succumbed to cancer, against which he had waged a gallant battle for over two and one half years. Our deepest sympathies go out to his family, and he will be missed by all.

Our deepest sympathy to DON RICHMOND, whose son, MIKE LEWIS, Deputy Sheriff of Mohave County in Arizona, was killed in the line of duty when called to arbitrate a dispute between two men. Mike, a former SN-WP clerk is survived by his wife, Connie, and a four-month-old son.

The gals in the Sacramento billing center, when hooping up bills to the trains, frequently include a package of cookies, candy, or other "Goodies" for the crew. People often stop to watch the hooping operation. Recently, as a train was rumbling by, a cute little curly-haired boy of about eight walked up with a resounding: "Hi! What-cha doing?" Just then he spotted the plastic bag of cookies hanging on the hoop. "Oh," he exclaimed, eyes wide open, "are you feeding the BUMS?"

Congratulations to Transportation Supervisor CALDER HAMMOND and his wife on the recent birth of a baby son.

OROVILLE

Arthur I. Reichenbach, Jr.



HEARTIEST CONGRATULATIONS TO MILEPOSTS FOR 25 GLORIOUS YEARS of publicizing Western Pacific and more importantly, the WP employees. . . . Many happenings have gone over the tracks since the inception of MILEPOSTS and your original correspondent HELEN R. SMALL and myself wish you another 25 years of a great magazine. We also take this occasion to render the greatest of tributes to LEE "FLASH" SHERWOOD for originating and perpetuating MILEPOSTS for so many years. . . .

Many happenings, both happy and sad, have occurred during the last 2 months. . . . We regret the passing of retired Chief Clerk LEROY FOSTER who passed away June 27th. After 50 years of railroading which encompassed most every job imaginable, Leroy retired Dec. 1, 1972. Our deepest regrets and condolences to his wife, Nancy and his family. . . .

On the retirement scene, Clerk ALBERT B. TEDD, retired July 1st and we wish him and his wife Helen, the best in their retirement. Just before his retiring, Al underwent surgery for an obstruction but is doing great now.



Happy retirement goes to Albert B. Tedd

Equipment Maintainer WILBUR C. HARDY also retired and we wish him and wife DOROTHY FERN, who retired about two days ahead of Wilbur, the very best of everything.

Returning to work after leaves of various sorts are Clerk JACK M. BURNS from a years leave of absence, and TOM REICHENBACH from military leave. Welcome back to the ranks.

Changes in the employees ranks occurred when Clerk R. L. MORTENSEN was selected for locomotive engineer training at Stockton, and Clerk JOE Y'BARRA bid on a relief job at Yuba City. Best of luck to both these men.

Newly hired to replace the loss are

JEFFREY J. WARREN and HENRY FLORES who will assume the duties of the transferred clerks. We welcome them to the W.P. family.

Terminal Trainmaster R. E. "BOB" SHERWOOD is under the weather for a while and Road Foreman JACK KIZER has come down out of the mountains to lend a hand while Bob is off. We wish him a speedy return. (Sherwood, that is!)

Terminal Superintendent R. L. "DICK" MEYER dropped in for a few days leave from work at Milpitas. Good to see him again. It appears the work in Milpitas has slimmed him down some.

We had a Fishing Derby in Oroville May 25th for the women of this area and lo and behold the top honors were taken by the wives of two of our most illustrious clerks . . . MILDRED, wife of Clerk MARVIN McLAIN, won the first prize trophy for the largest fish, a 3½ pound German Brown. AGGIE, wife of Chief Clerk JOE REED, won the first prize trophy for the most poundage of



Exhibiting their prize catch at the Oroville Fishing Derby, left, Mildred McLain, and Aggie Reed.

fish caught, which was 5½ pounds in 2 German Browns. I guess you know who suffered the most in references to the male fishing prowess.

Agent A. I. RIECHENBACH spent two glorious weeks with the Army in Camp Robert during June for his annual Summer Field Training. Believe it or not he got back in one piece.

Retired Clerk GILLIS DAY dropped in the other day and is looking much improved after undergoing surgery. Good to see him.

KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

The chorus classes of the Feather River Community College presented "The Mikado" on May 17th and 18th in Portola. Those who braved a five inch snowstorm on opening night were treated to an outstanding performance by Engineer JACK SANFORD who sang the role of Pooh-Bah, Lord High Everything Else. Jack took the role on short notice and his stage presence and personality stole the show. Chorus director, Mrs. Theta Brown, said Jack has one of the finest voices she has heard, a fact well known to the engine crews who enjoyed Jack's rehearsing on the high line. Sincerest sympathy is expressed to Jack and his family on the loss of his mother, Mrs. Marguerite Sanford, who passed away in Quincy on July 4.

Retired Engineer and Mrs. RALPH LUZZADDER of Indian Falls enjoyed a trip to Willcox, Arizona, Ada's home town, where they attended the 50th anniversary reunion of her class of 1924 at Willcox Union High School on May 18th. Ada attended the festivities in a gold gown made from material brought back from Beirut, Lebanon by her sister. A family gathering was the highlight of the trip where the 80th birthday of Ivey Gardner (Ada's brother) of Phoenix was celebrated.

All six brothers and three sisters of the family were present, ranging in ages from sixty one to eighty.

Mary Helen and Martee Helen Day have a baby brother! Daniel Howard was born to Conductor and Mrs. WILLIAM DAY at St. Mary's Hospital in Reno on July 12, weighing 6 lbs. 10 oz. Congratulations!

Section Foreman BYRON MCCONNELL turned in his keys to Roadmaster BRUCE BROWN at Blairsden on June 28 and we wish him many years of happy retirement. Byron hired out on the Western Pacific at Red House, Nevada and had 44 years of service to his credit.



Turning in his keys on Section Foreman Byron McConnell's retirement are, left to right, Ray Hobbs, Byron McConnell, George Barnes and Bruce Brown.



George (Blackie) Blackwell receives congratulations on his retirement from Roadmaster Bruce Brown and scaling gang #705.

Scaling Foreman GEORGE (BLACKIE) BLACKWELL took his scaling gang #705 in for the last time on July 12 and is now a man of leisure. Roadmaster BRUCE BROWN and Assistant Roadmaster GEORGE BARNES were on hand to wish him happy retirement for all of us.

Though Engineer ROBERT LARSON and Brakeman CHRIS SKOW returned to work in April after a fabulous vacation in South Africa (via Rio de Janeiro), they left their hearts with the 1800 steam engines they saw! Bob and Chris traveled nearly 40,000 miles via plane, train and car and photographed working steamers (over 200 in one rail yard), and were able to operate several of the engines and en-



Sporting WP jackets, Brakeman Chris Skow (in car) and Engineer Bob Larson stop for photo on their tour of the railroads in South Africa.

joyed the hospitality of railroad personnel. Engines there were coal fired due to the oil shortage. Bob tells of the beautiful depots with colorful gardens and gardeners to tend them . . . and of the clean and friendly country. From the "Lilliputian" (so small the operator sits on a seat outside the cab) to the new ultra modern "Blue Train," every day was a train lover's dream come true. Bob is ready for a return trip anytime, but is now busy getting settled in his big new mobile home at Mohawk, one of the most picturesque areas in our county.

Noted railroad writer GUY L. DUNSCOMB, who visited with your correspondents in July, is still busy gathering data for his much awaited book on the "History of the Western Pacific Railroad." Well known for his complete writings and accuracy, Guy says the book will be so detailed it will possibly run to two volumes of 400 pages each . . . a real treat for Western Pacific fans to look forward to.



SALT LAKE CITY
Carol Suchan

Congratulations are extended to



Left to right: unknown, Cond. B. Q. Perkins, Engr. H. J. Beaudrow, Cond. C. Parkin, unknown, J. T. McLaughlin, D. C. Anderson, G. S. Thomas.

Conductor and Mrs. R. G. HOLFERTY and Conductor and Mrs. D. C. GRAS-TEIT on the arrival of a daughter (each) and to Conductor and Mrs. J. W. JENSEN on the arrival of a son.

Congratulations are extended to Engineer RALPH AIELLO who retired on June 1st. Ralph hired out as fireman in October, 1936, and was promoted to engineer in April, 1944.

Congratulations to Conductor E. H. (GENE) BIETIL who retired on July 31st. Gene hired out on May 21, 1928 and was promoted to conductor in December, 1936. Both Ralph and Gene and their families plan to enjoy everything and just take life easy.

Condolences to the family of retired Conductor G. A. SNOWBERGER who died in June at the age of 90 at San Gabriel, California.

Welcome is extended to new Trainmaster R. A. MCCUTCHEON and family.

Sympathy is extended to the family of retired engineer JOHN J. BROWN who died on September 18th. Since his retirement in March, 1965 with 47½ years service, he had made his home in Sandy, Utah.

Condolences are extended the family of retired Conductor GEORGE H. PATTERSON who passed away on August 22nd. George retired October 31, 1970 with 35 years service on the WP. He was a conductor for many years on the California Zephyr.

Black and white photo received from Conductor B. Q. Perkins. It was taken in front of the old Wendover depot.

FREMONT
Betty J. Smalley



There have been many changes in Fremont in the last few years. The station was built in 1964 when the old San Leandro station was closed. All records and personnel were moved to the new Fremont "Depot."

One year ago, the old baggage room was converted into a carpeted, air-conditioned "DICCS" room where demurrage records are now computerized.

Now after many years of being an "Agent - Telegrapher" station, Fremont is growing to full height, as Mr. LARRY SHIELDS was recently promoted to Agent-Fremont.

A change in the future is the possibility that the Fremont station may move to the Union City - Carpenter area. This area is growing by leaps and bounds. At one time one road-switcher came from Oakland to do the necessary switching. Now there is round-the-clock service with four roadswitchers doing the work assigned to Fremont. This change is good and this growth is progress.

SAN FRANCISCO

Ann McManus, Tina Phillips,
Dora Prophet, Ruth Stone

PAUL GALLANT, our mechanical coordinator, took his wife, seven poodles, and a keg of beer (not necessarily in that order) to his cabin in Twain Harte for their vacation. Between feedings and walks he laid cement for a new patio. He's back at work now recuperating.

Accident Clerk MAXINE NAISBITT spent her vacation supervising her husband "Bus" paint their cabin in Tahoe National Forest and just generally laying around.

Welcome to GLORIA GUADAMUZ from Treasury who is the new Secretary to the chief mechanical officer, and TOM JONES from Management Services who is on the extra board.

Our very best wishes go to ELIZABETH HELMICK, the fastest file clerk on two legs or otherwise, on her recent retirement. Beth was known for her ability to have the files on your desk before you'd hung up the phone. Beth was presented with a beautiful music box and necklace from her friends throughout the building.

ARTHUR L. LLOYD, who has been active in Bay Area travel businesses and railroads, has been named director for Amtrak's western region. Lloyd, who joined the quasi-governmental rail operation in 1971, was widely known in Bay Area railroad enthusiast organizations, and was owner partner of Clift Travel Service in San Francisco prior to becoming Amtrak tour agency director. Lloyd, 49, previously worked 11½ years for the Western Pacific Railroad in reservations, sales and public relations, during the years of the California Zephyr in the 1950's. He will be responsible directly to the Amtrak president for the 12-state western region.

NEW YORK

Bill Gurgurich

An eastern greeting from the Western Pacific Railroad New York City Staff.



New York City Staff, left to right, Don Schroen, John Hastings, Linda Curio, Jack Edwards, Bill Gurgurich, Leo Kaminsky (Buffalo).



Receiving 1974 scholarship awards from Citrus Belt Traffic Club are Robert Knapp (left) and Daniel Hedigan (right). Also shown is Don Liams, chairman of the scholarship committee.

LOS ANGELES

John A. Friedman

Robert Knapp, son of Sales Representative and Mrs. GORDON KNAPP, received one of two scholarship awards in the amount of \$350 from the Citrus Belt Traffic Club of Orange County. Winners of the "Pete Person Memorial scholarships" were Robert Knapp and Daniel Hedigan.

Robert is a student at the University of California at Irvine with a 3.75 (out of a possible 4.0) grade point average. Daniel is also a student at UC Irvine with a 3.36 grade point average.

**CENTRAL CALIF
TRACTION CO.**

Jerry Gosnell
(Sacramento)



The CCT forces at Fruitridge and Stockton would like to wish the MILEPOSTS a Happy 25th Anniversary. We feel this is a fine publication and hope it will continue for many more years.

ADELINE BURNEY organized a vaudeville theater party for the CCT employees at Pollardville. It was well

attended and a good time was had by all.

Michael Dennis Colen was recently married to Teresa Jo Davidson. The wedding took place in the Stockton Church of God. Brother DON, WP carman, acted as usher. Michael is the son of Dispatcher and Mrs. A. E. COLEN.



Congratulations go to Michael Dennis Cohen and Teresa Jo Davidson on their recent marriage in Stockton.

The new Fruitridge office has settled down to business. The hard working office crew includes: Agent MARTY MELISH, BILL WEAVER, PAUL BRUNIN, JERRY GOSNELL and NANCY TINKER. Nancy also helps out at the Stockton office.



Regular afternoon CCT yard job at Fruitridge. Left to right, Danny Fisher, Joe Hilton, Bill Walker, Jimmy Tillotson.

Results show that our safety jacket program is working well. Safety jackets were awarded to all employees to keep them constantly safety minded. Our safety record is now the best ever; with 3 personal injuries for 1974, compared with 11 for the same period last year. Reportables this year are one compared with five for the same period in 1973.

OAKLAND
Lu Wheeler



Agent B. C. ("BARNEY") O'KEEFE retired at Oakland on June 30, 1974. He first entered service on the WP as a trucker at the 8th & Brannon Freight Shed on December 4, 1935. Barney worked in various position in San Francisco and San Jose until his promotion to Agent Oakland. On his retirement a dinner party was held in his honor at the Elegant Farmer.



Presenting plaque to Barney O'Keefe (left) on his retirement is W. L. LeBeouf, Jr., Gen. Chairman of the B.R.A.C.

Barney plans on going back to his home town Glens Falls, New York for a long visit with his family. This will be his first trip back in 35 years.

All of us wish Barney and Francis a very happy retirement.

B. L. MCNEARNEY succeeded B. C. O'KEEFE as agent, effective August 1st.

Asst. Agent LAURENCE B. SHIELDS of Oakland succeeded MEL WARD as Agent Fremont effective August 1st. Larry hired out with the WP on September 11, 1962, working various positions in San Jose, Fremont, Milpitas and San Francisco.

ALTHEN L. MCNEAL succeeded LAURENCE B. SHIELDS as Asst. Agent-Oakland effective August 1st. Althen hired out with the WP on March 22, 1965, as Stockton crew clerk. She has worked various positions in Stockton, San Francisco and Oakland before her latest advancement at Oakland.

"The Western Pacific Flyers" is a new baseball team that started this year in Oakland. Their season didn't start off with a bang! So we won't give the standings. Team manager F. D. HARBIN said that they have improved and have moved from a C-9 league to C-5 league. So we cheer them on and wish them Good Luck! The

team names are as follows:

Pitcher—J. P. LORDA, Trainmaster
Catcher—B. MAGAZIN, Switchman
1st Base—J. E. JOHNSTON, Swm.
2nd Base—F. D. HARBIN, Swm.
Short Stop—I. D. NIELSON, Swm.
3rd Base—A. D. MARSHALL, Swm.
Left Field—J. E. MCDONNELL,
Swm.
Center Field—C. BLACKMAN, Swm.
Right Field—J. L. HOLMES, Swm.
Short Field—A. RAY, Swm.

Substitutes:

N. HASKINS, Switchman
W. SNAPP, Switchman
J. TENSLEY, Switchman
D. YOUNG, Engineer

Engineer G. RUSS PORTERFIELD retired on June 30th. Russ hired out with the WP at Portola on August 26, 1941. He has been General Chairman for the BLE in Oakland from 1964 to 1971. Russ and his wife moved to St. Helena and all of us wish them a happy retirement.



G. R. Porterfield received congratulations on his retirement from Road foreman of engines J. L. Wallace.

Oakland Car Foreman JOHN (RUSTY) BARANESKY flew to Canada to rest after gall bladder surgery. He has now returned to work and says it's swell to feel well.

Our sympathy on the death of his mother is extended to Milpitas Carman GLENN E. SAYNE.

Assistant Master Mechanic R. J. BRADLEY was having a midnight snack after re-railing cars and bought a chance on a Boys Club drawing. He won two Raider Season Tickets. Luckily he's *not* a 49'er fan.



R. J. Bradley wishing a long and happy retirement to Russ Rickmon, Writeup man at Oakland.

Best of Luck goes to RUSS P. RICKMON on his retirement after nearly 45 years of service on the WP. Russ started in 1929 working in the Mechanical Department and assigned to duties on the passenger train Exhibition Flyer. He transferred to freight car repairs where he advanced to writeup man, the position he enjoyed more than any other in his 44 plus years of service and gave him the reputation of "the best writeup man on the railroad."



"Railroad scene" cake and Western Pacific Safety packet were table decorations at retirement "coffee break" honoring Russ Rickmon.

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.

In Memoriam

Jesus Aguilar, retired sec. foreman, Manteca, CA, May, 1974.

Leslie E. Ames, retired Central Traction Co. brakeman, Stockton, August, 1974.

William L. Bates, retired switchman, Stockton, June, 1974.

Henry Bitz, retired sheet metal worker, Sacramento, June, 1974.

John J. Brown, retired engineer, Sandy, Utah, September, 1974.

Joe Cannon, retired track laborer, Rdwy., August, 1974.

William F. Collins, retired Central California Traction brakeman, Stockton, April, 1974.

Wallace Craig, retired carman, Sacramento, July, 1974.

William R. Dawson, retired Tidewater Southern Railway, conductor, Stockton, May, 1974.

John Dean, retired brakeman, East Div., July, 1974.

Clarence Leland Droit, retired corporate secretary, Carmel, August, 1974.

Mary L. Elliott, retired roundhouse clerk, Stockton, June, 1974.

Frank Espinoza, retired laborer, Winnemucca, May, 1974.

Marcelino Garcia, retired sec. laborer, Portola, July, 1974.

Walton H. Harris, retired clerk, Stockton, June, 1974.

George Heintz, retired mechanical foreman, San Jose, September, 1974.

Marshall Ingram, retired car helper, Wellington, NV, September, 1974.

George W. Jacobs, retired brakeman, Utah, July, 1974.

Mary A. Leach, retired clerk, Stockton, May, 1974.

Oscar M. Long, retired brakeman, Portola, June, 1974.

Joseph F. Maloney, retired clerk, San Jose, June, 1974.

George McIntosh, retired Sacramento Northern Railway conductor, Sacramento, June, 1974.

Benjamin F. Mingles retired telegrapher, San Jose, May, 1974.

George Henry Patterson, retired conductor, Salt Lake City, August, 1974.

Kent I. Scholl, retired dispatcher, Elko, August, 1974.

Thad Siler, retired switchman, Oroville, August, 1974.

Gus A. Snowberger, retired trainman, San Gabriel, June, 1974.

James Anthony Terhorst, retired division superintendent, Citrus Heights, August, 1974.

William C. Wells, retired yardmaster, San Francisco, September, 1974.

Barney B. Whiteaker, retired trainman, Sacramento, July, 1974.

Vivian O. Woodruff, retired clerk, Sacramento, July, 1974.

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Milepost 238: located 1½ miles west of Pulga and 3/10 mile east of tunnel #12.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



WESTERN PACIFIC MILEPOSTS

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Address Correction Requested

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

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

Western Pacific Mileposts 1949-1974

Aug. 1949	F. B. Whitman—WP's 8th president
Aug. 1949	Inauguration of California Zephyr
Sept. 1949	Circus Train (First of 12 years)
Oct. 1950	Budd Car Service to Salt Lake City
Feb. 1953	Traffic Control System is completed
Mar. 1953	Golden Anniversary Issue for WP
Apr. 1953	Ford to build at Milpitas
Nov. 1953	New General Store Building Sacramento
Apr. 1955	First Ford off Milpitas assembly line
Aug. 1955	First Piggyback Service on WP
Oct. 1955	Sacramento-Northern 50th birthday
Dec. 1956	25th year anniversary Bieber Route
Jul. 1957	"Ground Breaking" for Oroville Dam
Aug. 1957	"Los Plumas" makes her debut in S.F.
Feb. 1959	New yardmasters tower at Stockton
Aug. 1960	50 years of passenger service on WP
Jul. 1961	First potash unit train
May 1964	Ground breaking for BART—Concord, CA
Jul. 1965	M. M. Christy—WP's 9th president
Jul. 1965	WP computers coming
May 1967	WP joins with Fruit Growers Express
Sept. 1967	TIP computer program starts
Feb. 1970	First Sealand unit trains
Apr. 1970	Farewell to California Zephyr
Sept. 1970	Microwave system on Western Pacific
Nov. 1970	A. E. Perlman—WP's 10th president
Dec. 1972	R. G. Flannery—WP's 11th president
Apr. 1973	WP begins truck line subsidiary (WPT)