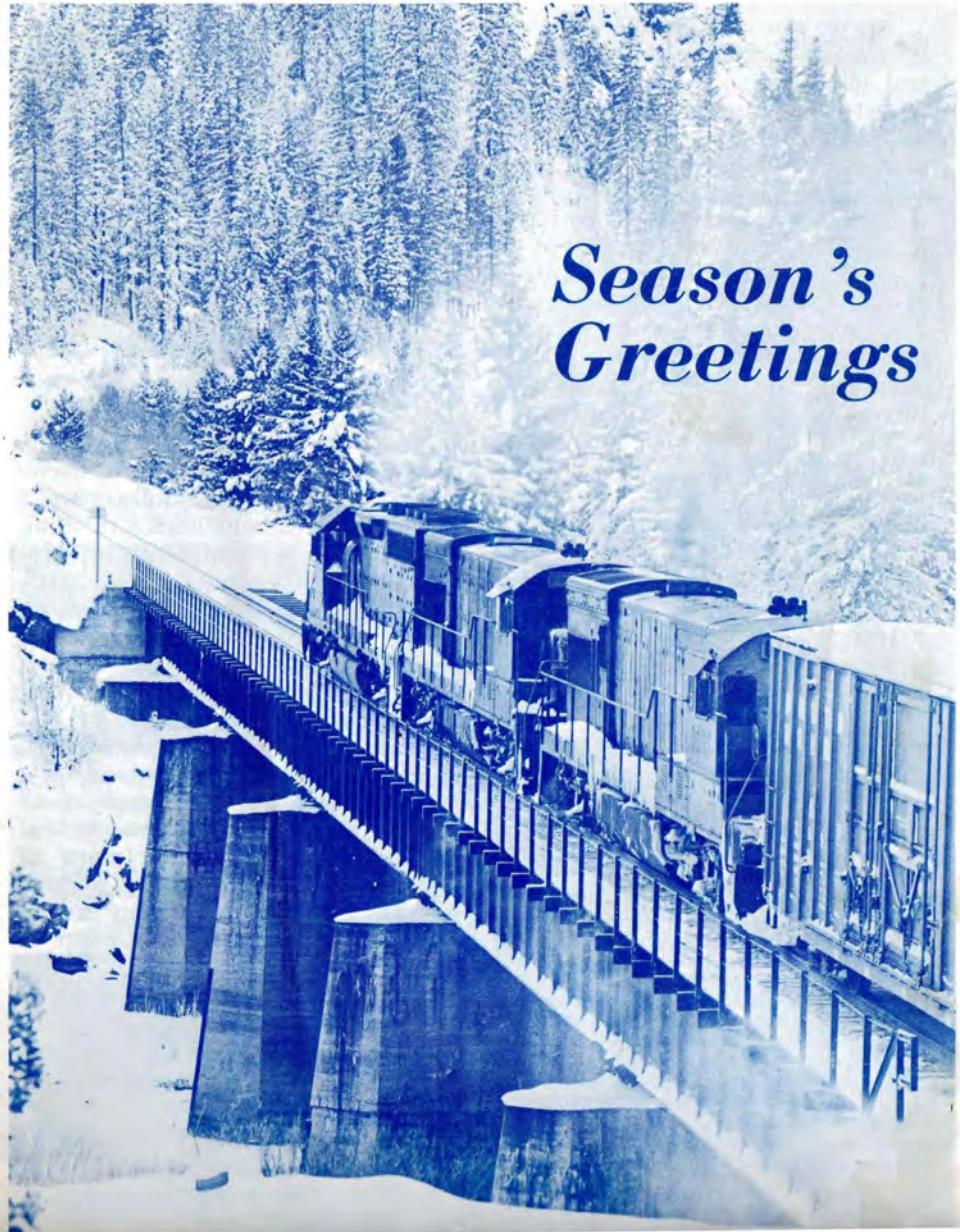


WESTERN PACIFIC

Mileposts

November-December 1973

*Season's
Greetings*



Management Services Who? - What? - Why?

By Joe Strapac, Technical Editor
Management Services Department

Almost everyone in the Company uses it... everyone entering the general offices in San Francisco passes it... yet the Management Services Department is relatively unknown. "Data processing" doesn't tell the whole story about what goes on in those air-conditioned windowless rooms facing Mission Street on the first floor of the Western Pacific building. The product of the Management Services Department is service, assisting other departments in eliminating time-consuming paperwork, allowing management the time to make more effective decisions.

Most of the work done by Management Services actually is consultation with "user departments" within the Company which need advice on ways to computerize their internal processes.

How does it happen that a new computerized system is installed? Just what was behind that little notice re-

Author Joseph A. Strapac was born in San Pedro, Calif. on June 1, 1942, and graduated from California State University at Long Beach in 1965. While attending school he worked part time as a switchman for Union Pacific in Los Angeles. Following graduation, Joe was a high school teacher at Anaheim, Laguna Beach and Compton until 1972, when he became a training representative for Pacific Mutual Life Insurance, Los Angeles. He entered Western Pacific's management services early this year as coordinator of technical publications. During the past eight years he has been involved in railroad-enthusiast publications, and has prepared six booklets on diesel locomotive history on one on BART. Joe and his wife, Linda, have a son, Steven, 4.



Gail Wright, Director Management Services (left) and Jon Vlasak, Manager of Programming, confirm results coming off "High Speed Printer."

cently inserted in each pay envelope concerning "the new payroll system"? Much of the current head-scratching and burning of midnight oil in Management Services concerns this problem; payroll is much more than a simple tabulation of timecards and issuance of checks.

Some time ago, when the new computers were on order, the departments responsible for payroll came to Management Services with a request for a more comprehensive coverage of all aspects of the payroll. It was decided to compile more reports (many of which are sent to state and Federal agencies) by machine; this meant hundreds of additional man-hours of programming time. The results will be worth the effort, however, as many "dirty duties" now performed by hand will be handled quickly and smoothly by the computer. Furthermore, the payday for General Office personnel will be on the same day as everyone

(Continued on Page 5)



Bill Burnside reviews operations by checking the "Data Net-30" (message switching computer).



"Tape drive" provides storage and access to a large volume of information in a short time.



Kitty Sullivan, secretary to director management services (left) and Anita Espos, operator.



Gordon Steveson sets up a test program with punch cards on the keypunch machine.



Pat Ibay (left) keypunch operator and Edna Brown, Asst. Manager, Data Control.



Sally Ang (left) and Angelo Rayo, day shift keypunch operators.

The high speed printer operates at over a 1,000 words per minute from tapes of information.



Bill Caroni and Jim Duyn (left) from Industrial Development dept. and Bill Moore (right), Manager of Systems in a "user conference" discuss future property inventory system.





The Burroughs-3500 "master control" is the brain of the system. The electronic typewriter gives commands to the entire system.



David Lipton (left) Programmer Analyst and Analyst Mike Bulis go over details of new marketing program.



Randy Frakes (left) Ron Winkler and Bill Royal, Systems Analysts, resolving a problem for the transportation dept.



Wini Madison
keypunch operator



Ruth Hurtada and Nazie Dong, day shift key-punch operators.



Meda Griffin
keypunch operator

Amira Moranoff
secretary to
Mr. Moore

else's beginning in January—and this required still more changes.

Payroll, for instance, involves more than two dozen different forms beyond your own individual timecard, all of which must be converted into "machine language" and entered properly into the computer before your check can be issued. The planning necessary to prepare a system which delivers these checks regularly and accurately was the responsibility of the systems analysts and programmers, working closely with the Treasury and Accounting departments. After a system such as payroll is put in service, it doesn't require as much attention and most of the Management Services personnel can devote their attention to newer projects. All of our systems, however, need some constant professional attention, just to make sure everything is going according to plan.

On the other hand, Management Services performs a great deal of traditional data processing every day. Just inside the front lobby to the left is the Data Input section, the preserve of some 20 young ladies who take detailed information from almost every department and location where the WP name can be seen. They translate the information into "computerese" by means of data-entry devices, which are similar in operation to an electric typewriter except that a roll of magnetic recording tape takes the place of paper. This office hums two shifts a day, five days a week.

Across the lobby from Data Input is a closed area where WP's computers operate, 24 hours a day, seven days a week. Inside this windowless space is a Burroughs model 3500 computer, along with a pair of Honeywell model 716 units, plus a General Electric unit which is due for removal soon when a second Burroughs machine is delivered. Further into this complex is the Message Switching Center, which

receives and distributes all the teletype traffic for the entire railroad system, including off-line agencies. A Data-Net 30 computer handles this operation. Here the clatter of the heartbeat of a busy railroad never ceases.

More than a dozen people work in Operations, making sure that all equipment performs properly. Much of the effort expended in Operations is needed to insure that printed reports from the computers are delivered to the user departments in sufficient time to be useful. Special reports often must be prepared, and this, too, is a task of Operations. Most of these reports come out on those long, accordion-folded sheets of green-and-white paper seen in almost every office. Operations also summarizes each day's train operation in the "Morning Business Report," distributed daily to the entire management staff, which details the quantities of cars loaded, received from connections, and train performance.

Management Services at Western Pacific is one department having a minority of "professional railroaders." Most of the staff have developed expertise in the data processing industry, and are now applying these skills to the railroad business. However, the department does have some senior Western Pacific people: William F. "Bill" Royal, senior systems analyst, has been with WP for more than 30 years. Edna Brown, assistant manager-data control, has more than 20 years seniority. Jon Vlasak, newly appointed as manager of programming, is another 20-year veteran, and the youngest of the three Vlasak brothers to be a part of the Western Pacific family.

More than 30 employees of Management Services are serving in administrative professional, or management

(Continued on Page 6)

SAFETY

A top goal for '74

An all out campaign to reduce the number of accidents and injuries to employees was announced on November 1 by Robert C. Marquis, vice president-operation, and the safety department has been expanded to get the job done.

James H. Brown was promoted to director-rules and safety, with headquarters at San Francisco. Jim will have overall responsibility for development and implementation of policies, plans and procedures relating to safety and accident prevention. He will have staff supervision over all operating department officers and super-

visors regarding injuries and safety, and he will provide general supervision over activities concerned with operating rules.

New programs are being developed for 1974, which will include, among other things, more on-ground training and instructive education for every class of employee on the railroad, including Sacramento Northern and Tidewater Southern. Training will include classes, individual instruction, video tape filming, motion pictures, and any other methods that will accomplish safety for employees.

To carry out the program, Jim announced the appointment of two managers-accident prevention, whose full-time duties will mostly be in the field. Lou Fischer, Jr. will cover territory from west of Keddie, including the SN

transportation, and finance. They will be able to locate cars more quickly and specifically, transmit waybills more rapidly and effectively, and anticipate maintenance problems on our locomotives, as examples. For Marketing, it is planned to bring Intermodal Services under closer computer control and examine more closely just how much revenue the commodities we carry earn for us. The Financial Department expects a system which will analyze profits, another which will control Company-issued credit cards, and another which will perform regular general ledger duties, and these are only the beginning.

In short, WP is rapidly becoming more computerized—a fact that will become more obvious in years to come. There will be direct access to the computer via “terminals” (a device which acts like a teletype machine, except that the words are printed on a television-like screen). Most of this activity will be provided by Management Services.

and TS, with headquarters at San Francisco. Mel Graham, with headquarters at Portola, will cover the Keddie-Bieber line and areas Keddie and east.

The department's office procedures and maintenance of records will be handled by Robert F. Brew, appointed administrative assistant - rules and safety. He will be assisted by Maxine Naisbitt, accident clerk. Their experience in the department has been invaluable.

* * *

Jim Brown joined WP as a telegrapher at Halls Flat in February 1942. He became dispatcher at Elko in 1950 and entered WP's training program in 1959. From May 1960 to April 1970 he was assistant trainmaster, trainmaster and terminal trainmaster at Sacramento and Stockton, and assistant superintendent at Sacramento. He became division superintendent at Sacramento in 1972, then moved to San Francisco as superintendent-transportation. He has been superintendent-rules since February 1973.

* * *

Lou Fischer joined WP right out of college in June 1955, first as a locomotive fireman at Stockton. About 10 years later Lou went to Oroville as train desk clerk for a short time before he entered the marketing department at San Francisco as sales representative. He was written up in MILEPOSTS as one of WP's Willing Persons in March 1968 and two months later was awarded by the Sales & Management Executives Association as one of their distinguished salesmen. After transfer to Stockton as sales representative in May 1969, Lou returned to the operating department in April 1970 as assistant trainmaster at Portola. He was appointed superintendent - safety in January 1971.

* * *

Mel Graham first worked for WP as call boy at Portola in April 1931. He left the operating department in 1942 after working as train desk clerk and brakeman, to become ticket clerk at Oroville. During ensuing years he was military passenger agent, city passenger & ticket agent, and chief clerk. In 1955 he was made assistant chief sales & service at San Francisco, then went to Sacramento in 1957 as sales representative. He returned to the operating department at Oakland in 1960 as assistant terminal trainmaster and agent, went to Sacramento as trainmaster and agent in 1962, and has been trainmaster at Portola since 1960.

* * *

Bob Brew was born in Shelley, Idaho on February 6, 1925. During his junior and senior years at Grantsville High School, Grantsville, Utah, he worked for WP as agent-telegrapher beginning in June of the war year 1942. He worked at most stations on the eastern division, and returned to high school to graduate in 1943, then entered the Army that September. After his discharge he entered Utah State University and graduated in 1953 with a BSME degree in engineering. Bob returned to WP in September 1953 as dispatcher at Elko. He came to San Francisco in April 1954 as transportation engineer and subsequently was staff specialist-stations & yard offices, and administrative assistant to vice president & general manager until his present appointment. Bob and his wife, Blanche, have five children, Robyn 21, Rebecca 19, David 18, Leslie 16, and Nancy 10.

* * *

Maxine Naisbitt, a native of Salt Lake City, received a BA degree in foreign languages at the University of Utah. Her first employment was as

(Continued on Page 8)

Safety Award Jacket Winners

Month of September

Mechanical/Maintenance of Equipment

Sacramento Shops

Electrician T. R. Jones
Electrician R. L. Cayton
Electrician Apprentice E. L. Weeks
Machinist R. E. Gibson
Machinist J. R. Lipsett
Machinist J. O. Harris
Machinist C. G. Hague
Machinist J. B. Chapman
Machinist Helper R. H. Cox
Sheet Metal Worker E. L. Seeger
Sheet Metal Worker G. M. Nevins
Laborer D. L. Hickson
Laborer J. Dimas
Laborer H. P. Flores

Engineering/Maintenance of Way

Oakland Roadmaster's District

Assistant Foreman A. A. Munozledo
Section Laborer Ned English

Maxine Naisbitt . . .

steno-clerk for the California State Guard (organized after the National Guard was mobilized prior to Pearl Harbor) at Long Beach in 1941. She enlisted in the service as a private a few months later, and received her discharge as master sergeant at Sacramento in June 1943. She next worked as secretary for the California State War Council at Sacramento and resigned in November 1944 to work as steno-clerk for Western Pacific. Shortly after the transportation department was moved to San Francisco Maxine entered the safety department in her present position as accident clerk. She has an apartment in San Francisco, but her home is in Sacramento. She and her husband, Albert, have three sons, Val and Erik, 24, and Marc 23. Maxine was president of the National Association of Railway Business Women, Sacramento, and a director of the association's District No. 5.

Transportation-Eastern Division

Trainmaster's District

Trainman L. W. Hurd
Trainman R. C. Heitkamp
Trainman P. L. Cameron
Trainman B. Perri
Trainman J. W. Hefferon
Trainman C. R. Burnett
Trainman D. A. Tatomer
Trainman E. R. South
Trainman G. Holferty
Trainman F. J. Crandall
Trainman G. S. Elmore
Trainman R. L. Higley
Trainman E. R. Upshaw
Trainman H. A. Marquez
Trainman D. K. DeWitt
Trainman E. S. Ross
Trainman P. W. Harrison
Trainman D. W. Lebro
Cashier H. P. Mentaberry

Month of October

Mechanical/Maintenance of Equipment

Stockton Diesel Shop

Electrician W. F. White
Machinist J. A. Wilson
Machinist D. F. Spinner
Machinist C. E. Dorrell
Machinist Helper R. E. Hughes
Laborer S. C. Wilson
Laborer R. B. Rodriguez
Laborer J. Bayer

Engineering/Maintenance of Way

Oakland Roadmaster's District

Foreman L. P. Arteaga
Foreman F. D. Silva
Machine Operator E. Wilson
Equipment Operator George Henthson
Laborer F. R. Montanez
Clerk A. N. Giulio

Transportation/Eastern Division

Trainmaster's District

Trainman R. L. Hansen
Trainman A. G. Woodward
Trainman D. C. Anderson
Trainman W. W. Rockwell
Trainman W. Clausen
Trainman C. L. Nuzman
Trainman J. L. White
Trainman J. L. Jenista
Trainman J. S. Ede
Trainman S. J. Daniels
Trainman J. W. Jensen
Clerk R. L. Sheltrown
Agent-Telegrapher J. A. Forst

Stockton Diesel Shop

Machinist E. V. Brown
Roundhouse Clerk J. E. Hightower
Laborer G. F. Hernandez

Medical Department announces changes in dues and benefits

Faced with an operating deficit for the last quarter of 1973 because of substantial increases in costs, a trend expected to continue, The Western Pacific Employees Medical Department announced a \$7 monthly increase in dues effective November 1. It was a consensus of the advisory committee and the board of directors that no reduction be made in benefits, and in some instances coverage was broadened.

The new rate of \$16.25 will be deducted each month from employee's first half paychecks, beginning in November to cover membership for December. The Company will continue to

contribute \$13.75 toward the total \$30 monthly dues rate.

The directors also announced these added benefits for active employees and for retired employees under age 65:

A more equitable partial reimbursement for those who seek non-staff care, based on increased fee schedules now allowed Western Pacific staff doctors.

Injections in doctor's offices.
World wide medical care coverage.

FLASH!

Warner Bros. production "Magnum Force," a sequel to "Dirty Harry," starring Clint Eastwood, opens at San Francisco's Warfield Theater on December 25. Scenes filmed at WP's 8th and Brannan location, reported in the July-August issue, are included. Watch your local paper for showing in other areas.

Congratulations to Maxine Naisbitt, accident clerk and regular blood donor, who won the \$25 Savings Bond in a drawing held during the recent drive for blood in San Francisco.

payable \$30 quarterly in advance.

Other benefits

Medical Department membership for retired or deceased employee's spouses, age 65 or over, has been available since November 1968. Enrollment is now also available to retired or deceased employee's spouses, under 65 years of age, who will be governed by the rules and have the rights and benefits as provided employee members under age 65.

Membership dues for the various plans other than active employees under age 65, are:

Retired employees under age 65, and retired or deceased employee's spouses under age 65—\$26 a month, payable \$78 quarterly in advance.

Retired employees age 65 or over who have Part "B" Medicare coverage; retired or deceased employee's spouses age 65 or over who have Part "B" Medicare coverage; and retired or deceased employee's spouses under age 65 who qualify for Medicare coverage because of disability—\$10 a month,

MILEPOSTS does not have space for detailed information about eligibility, rules, and extent of coverage for all these various plans. Complete information is available at your request from The Western Pacific Employees Medical Department, 526 Mission Street, San Francisco, CA. 94105 (telephone (415) 982-2100).

They Have Retired

Harold M. Barry, carman, Elko, 28 years.

Clarence Bisson, Sacramento Northern yardmaster, Sacramento, 16 years 2 months.

Raymond H. Bitzer, Sacramento Northern clerk, Sacramento, 44 years.

William C. Filbeck, locomotive engineer, Stockton, 32 years 3 months.

Carl O. Hunter, carman, Oakland, 31 years 9 months.

Vernon Johnsen, sheetmetal worker, Sacramento, 30 years 10 months.

Gilbert S. Landell, Jr., brakeman, eastern division, 31 years 9 months.

"By" Larson ends long career

Best wishes went with L. Byron Larson when he retired as general manager - pricing on November 30, completing 45 years and 8 months with Western Pacific.

Born in Berkeley, Calif. on November 30, 1908, and after graduation from Berkeley High School in 1927, "By" got his first railroad job with the San Francisco-Sacramento Railroad. On March 16 of the following year he started work for Western Pacific in the sales office at 244 California Street.

His next move was to the pricing department in the Mills Building in 1934. The general office was moved to 526 Mission Street in January 1942 and six months later "By" was appointed office manager. Another activity of "By's" from 1952 to 1958 was instructor in rates and traffic at Golden Gate College. Today, a number of his students are managers of traffic and distribution in industries around the country. During those years, and through 1973, "By" became assistant freight pricing manager, freight pricing manager, and he was appointed general manager-pricing services on March 15, 1973.

Charles G. Lill, yardmaster, Oakland, 22 years 5 months.

Jack McPherson, clerk, Oakland, 39 years 11 months.

Ernest M. Reyes, Sacramento Northern laborer, Roadway, 17 years 4 months.

Alvin Skootsky, clerk, San Francisco, 44 years 7 months.

Albert B. Wheat, locomotive engineer, Elko, 30 years 10 months.

Justo Zavala, Central California Traction Co. section foreman, Stockton, 34 years 11 months.



Helen and "By" plan their trip to the islands.
"By" and his lovely wife, Helen, are proud grandparents of eight grandchildren, ranging in ages from 5 to 15 years. The Larsons will spend next March on the Island of Maui, and following their return to California he has tentative plans to become involved in some business activities. "By" will also spend many happy hours on the golf course, a short distance from their home at 2607 Tamalpais Avenue, El Cerrito, CA. 94530.

* * *

An editor's last deadline

After 24 years of MILEPOSTS' deadlines, layouts, printer's ink and photography, I'm giving up my title of editor to join the ranks of the retired on December 1.

Briefly for the record, my career with Western Pacific began in the engineering department, then in the Mills Building, on January 17, 1941. I entered the president's office as stenoclerk in March 1945, and in January 1949, with the late Gilbert H. Kneiss, formed Western Pacific's first public relations department. The inauguration of the California Zephyr in March 1949, the participation in the Chicago Railroad Fair that year, and just getting a new department in some kind of order, delayed the first issue of MILEPOSTS from March until Aug. 6, 1949. Since that time the magazine has never missed an issue, although its size and frequency of issue has changed a few times over the years because of a need to curtail expenses.

Western Pacific has been an important part of my life for nearly 33 years, and I will highly value the association I have enjoyed for so long with the many people who are a part of our railroad. Whatever success MILEPOSTS enjoys, the results must be shared with many other individuals who provided me with the benefits of their knowledge, assistance, interest and cooperation. To each and every one, my sincere thanks for your welcome assistance!

Hazel and I will probably remain in San Francisco where our daughter, Nancy, and grandchildren Kathy and David, 15, live nearby. Other than adjusting to some new schedules, and looking forward to the Holidays, no definite plans are being made until after the first of the year. I am looking forward to some new interests, a



"It took me a while to read all the names on the huge card after recovering from my surprise retirement party on November 23. It was a delightful event, and to each and every one who attended and participated in my generous gift, what can I say but Many Thanks!"

lower golf handicap, and an active retirement. I will be looking forward to the progress of Western Pacific and its people in MILEPOSTS—from a reader's point of view. Best wishes to all!

LEE SHERWOOD
1530 Eucalyptus Drive
San Francisco, CA. 94132

Paul A. Gordenev joined the public relations department on November 19. Since July 1964 he has worked in the passenger, treasury,

marketing and accounting departments, the Pittsburgh, Pa. sales office, and agent's office in Fremont. Future Mileposts correspondence should be sent to Mileposts, Public Relations Department, 526 Mission Street, San Francisco, CA. 94105.



Letters Received

Would Enjoy Letters

I'm writing you in hopes that you will send MILEPOSTS to a very dear friend for me, Warren L. Hersch, better known as "Blackie." He was section foreman at James siding until his stroke in 1968. "Blackie" has been in a wheel chair ever since, and he and his wife would like to have their friends write or come to see them. His address is: W. L. Hersch, 632 Florida Street, Vallejo, CA. 94590. Thank you very much.

JoAnn Nay
P.O. Box 61
Beckwourth, CA. 96129
* * *

Excellent Station Name

Please change my address for MILEPOSTS. That was a very fine writeup in the last issue about Dick Mounkes. I worked many times on work trains with him, and he was one of the best. I took my pension in 1968 just before he passed on. You couldn't have chosen a better man's name for old East Arboga. I worked under Roadmaster Sullivan and our outfits were at East Arboga in 1936. Frank Doyle was foreman on Extra Gang No. 8.

G. W. Woods
508 East Worth Street
Stockton, CA. 95206
* * *

Tom Fox

There are probably not too many left on the railroad who remember my father, Thomas Fox, a WP conductor from 1911 to 1948, who passed away in Salt Lake City on October 16. I wanted to let you know in case you had not heard. (Editor's note: See Carol Suchan's report in Salt Lake column on Page 16.) He is survived by his

widow, me, and a daughter in San Antonio, Texas. I will retire next year after 44 years with WP as brakeman and conductor.

Glenn E. Fox
2513 South 150 West
Bountiful, UT. 84010
* * *

Clayton Ashland

It would be appreciated if you could report the following information about my beloved husband who passed away on August 7, 1973, as an addition



Clayton and Gladys.

to what appeared in the September-October issue of MILEPOSTS. Clayton was born in Plattsburgh, N.Y. on August 4, 1908, and he was a resident of the San Francisco Bay Area since 1932. We were married in San Francisco on November 21, 1935, and we had traveled extensively. Clayton Ashland is grieved deeply by his loving wife, relatives, friends, Lodge #1304 and co-workers. Thank you sincerely.

Gladys W. Ashland
707 Continental Circle
Americana Apts., Apt. 1236
Mountain View, CA. 94040



Service Pin Anniversaries

November-December 1973

45-YEAR PIN		
Vernon W. Geddes	Manager-Car Accounting	San Francisco
40-YEAR PIN		
Laurel J. Fisher	Section Foreman	Sacramento
30-YEAR PINS		
Oscar D. Atkinson	Locomotive Engineer	Oakland
Don V. Housen	Locomotive Engineer	Portola
Hanson E. Mathews	Conductor	Stockton
Patricia Montana	Payroll Clerk	San Francisco
Thelma Mae Toomey	Drafting Assistant	Sacramento
25-YEAR PINS		
Varley M. Boyce	TCS Maintainer	Hayward
Harry I. Hanen	Transit Clerk	San Francisco
Glen B. Kirkpatrick	Brakeman	Stockton
Roy F. Koellman	B&B Carpenter	Roadway
Franklin E. Louis	Draftsman	San Francisco
Kenneth V. Plummer, Jr.	Sales Manager	Reno
John Reis	Marine Deckhand	Oakland
20-YEAR PINS		
W. R. Benedict	Division Lineman	Keddie
S. W. Johnson	B&B Carpenter	Roadway
A. J. Ricks	Welder	Roadway
M. R. Searing	Conductor	Portola
Jack W. Shobлом	General Secretary	San Francisco
D. L. Speegle	Conductor	Oroville
Henry E. Sprowl	Car Inspector	Portola
15-YEAR PINS		
V. A. Bright	Carman	Oakland
R. B. Jennings	General Secretary	San Francisco
10-YEAR PINS		
P. A. Gallant	Machinist	Stockton
D. H. Kopp	Division Lineman	Fremont
E. H. Mercer	Sacramento Northern Conductor	Sacramento
O. C. Perrigo	Yard Brakeman	Sacramento

Appointments

Due to the large number of names to be reported, it was necessary to hold over this regular column. The report will appear in the January-February 1974 issue.

Front Cover Picture

The ice is flying off the deck of the Indian Creek bridge as the KGT rips down the High Line at East Moccasin, in nippy 10 degree temperature, minutes away from an engine and crew change at Keddie. Ted Benson photo.



Caboosing

SACRAMENTO SHOPS

Herman F. Schultze

Welcome to Car Foreman A. SLADE who transferred to Sacramento Shops from Oroville where he was a lead carman.

Our sympathy is extended to Superintendent of Shops A. J. STOUT on the death of his father, retired Freight Clerk A. G. STOUT.

Congratulations to Electrician E. W. STEUBEN on bagging a three pointer, which seems to be the only buck brought in by our gang this season.

Congratulations and best wishes for a long retirement to Sheet Metal Worker VERNON E. JOHNSEN. Vern leaves with a good safety record and many years service as chairman of the Local Federation at Sacramento Shops. As a tribute to his years of devoted work to Union activities, Sheet Metal Workers District #114 General



Paul Schultze (left) extends best wishes to Vern Johnsen on his last day.

Chairman Gustave A. Blitz, Jr., and ISMWIA West Coast International Representative Chris J. Radovan, were present when Vern retired.

It took Carman H. EGGENS' wife, Irmgard, to show her husband and Carmen J. CAUDLE, B. STAPLIN, D. SWARINGEN, N. MOSS, W. MATSUDA, R. PULLIAN and A. COOK how to catch the big ones. On a recent trip, she not only caught the only fish, a 13-lb. link cod, but it also won a prize for Irmgard!

SEASON'S GREETINGS TO ALL —and my thanks to all those who were so helpful in giving me news for this column this past year!

KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

Daniel Allen is the newest "member of the crew" in the home of Engineer and Mrs. RICHARD KENNEY. Daniel arrived at the Washoe Medical Center in Reno on September 26, weighing in at 6 lbs. 4½ oz. His sister is Karen Ann, and the proud grandparents are retired Yardmaster and Mrs. BARNEY KENNEY of Keddie.

Enthusiastic sport fans, Engineer and Mrs. WILLIAM HECKALA, had a real ball during their September visit to the Bay Area. They attended the world series games in Oakland to root those "amazing A's" on to another pennant.

Their many friends filled the First Baptist Church in Quincy for the wedding of Conductor RONALD YOUNG and Miss Diana Dingel on September 30. Engineer DANNY TURNER, brother-in-law of the groom, served as one of the

ushers. Ron's parents are Conductor and Mrs. EDGAR GOFF of Stockton. A reception was held at the Lakeshore Resort at Buck's Lake after which the couple left for a honeymoon in Mexico. Much happiness to the newlyweds who are now at home in Quincy.

Twenty-four paintings made up the one man show by Gary Barlow at the Plumas County Museum during October. Gary, son-in-law of Engineer and Mrs. IVER GREGORY, was the winner of the Feather River Art Association's Historical Contest this year. Many of the outstanding paintings were displayed in frames made by Iver. The show was enthusiastically received by the many visitors to our fine little museum in Quincy.

Imagine Engineer DANNY TURNER as an old lady in bloomers . . . Agent-Operator JACK BRENNAN as a bum . . . Conductor RALPH GAUDARD as an African native . . . Welder BERNIE CAMOFF as a bikini beauty (!) . . . and Engineer GEORGE OELS as the Jolly Green Giant, and you have some idea of the guests at the successful pre-Halloween costume party hosted by Conductor and Mrs. DON SHIRLEY at the Meadow Valley school house near Quincy. (Don was attired in a pink bathrobe with a derby hat.) Also enjoying fun and refreshment were Engineer JOHN BAILEY, Engineer and Mrs. WILLY LINDQUIST, Conductor and Mrs. RON YOUNG, Mrs. Don Lundberg, Mrs. Danny Turner, Mrs. Ralph Guadard, Mrs. George Oels and Mrs. Jack Brennan.

SACRAMENTO

M. J. "Goz" Gosnell

Congratulations to DEBORAH JORDAN, steno-clerk, who was married on October 27 to Fred Teibel of Norden. They honeymooned in Hawaii and are living in Norden. Debbie is the daughter of Dispatcher and Mrs. IKE JORDAN.



Mrs. Fred Teibel.

Marketing Clerk EILEEN FROST and her husband, Harvey, spent an enjoyable two weeks in Hawaii. It was Eileen's first ride on a 747.

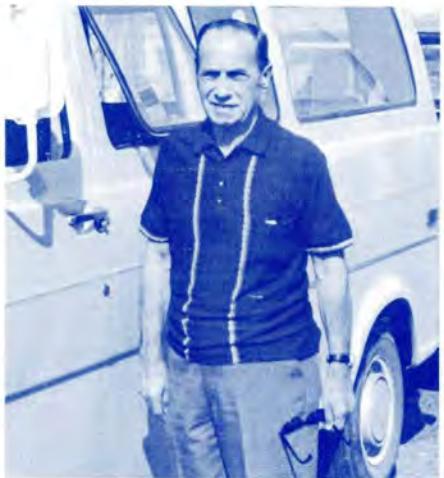
A hearty welcome to NORMA JOSEPH who recently joined the signal department office staff.

Welcome back to JACK GEIST, chief dispatcher, after a lengthy illness.

Congratulations and best wishes to Dispatcher BILL GOOLSBY and the former Dorothy Jackson who were married on September 20.

That gal with the beautiful smile and wave who hands up waybills to our trains at the BILCEN at Sacramento is LOLA LANDERMAN.

Best wishes to Sacramento Northern Yardmaster CLARENCE BISSON who retired on October 31. Clarence came to the SN from the SP 16 years ago. He was brakeman, conductor, and for the last few years, yardmaster. He was also General Chairman of the UTU at Sacramento. "I've known Mr. Bisson since 1957," said Chief Dispatcher J. E. "JET" TAYLOR, "and he has done a wonderful job both as an



Clarence begins his retirement.

employee and a union representative. He has accomplished a lot for his fellow workers in the short time he has been with us, and it has been a wonderful association. We will miss Clarence, but we hope he and Mrs. Bisson will have a long and happy retirement." Clarence and his wife, Billie, will reside in Reno, where he will be more near the hobbies he will pursue.

A recent contest winner of one of Station KCTC's fabulous prizes was DAVID MCNEARNEY, billing clerk at our BILCEN. Dave's choice from among some fantastic prizes was a 1974 Chevrolet 4-wheel drive Fleetside pickup truck.



Don Cull, left, presents keys to Dave McNearney, as Dave's wife, Netha and sons, Chris, Richard and Mark wait for their first ride in the new truck.

SALT LAKE CITY

Carol Suchan

Congratulations to Laborer and Mrs. J. G. THOMAS on the arrival of a son on October 31. Mother and baby are doing just fine!

CECIL G. TRUMBO, retired locomotive engineer died on October 8 at the age of 72. "Cec" retired on February 1, 1965 with 43 years service. He was a member of B of F&E and high priest group leader and served a stake mission. Funeral was held at noon on October 11 at the 29th LDS Ward Chapel, Salt Lake City and burial was in Bountiful Memorial Park.

THOMAS FOX, retired conductor, died on October 16 at the age of 90. Tom retired from the WP with 37 years of service. His son, GLEN FOX, is a conductor at Salt Lake. Tom was a member of Acacia Lodge, F&AM, Scottish Rite, Knight Templar, and El Kalah Shrine. Masonic funeral service was held on October 19 by the Masonic Temple, Salt Lake. Tom was buried in Mount Olivet Cemetery.

Our deepest sympathy is extended to the families of Mr. Trumbo and Mr. Fox.

PORTOLA

C. E. "Gene" Rowe

Congratulations to Mrs. Pauline Parrish, Portola High School secretary, who was given a special award

by the Plumas County Probation Office. Pauline, the wife of Yardmaster HANK C. PARRISH, was named "Honorary Probation Officer" because of her helpfulness and cooperation with that office.

City Clerk Letha Dods, wife of Conductor J. B. Dods, reports that Portola probably has the shortest standard



gauge railroad in the U.S., named the Portola Central Railroad. It is being made ready to hold the PCF's complete rolling stock, former WP Caboose No. 679, in the city park, as soon as the caboose is refurbished by the Rotary Club. It was through the efforts of Letha, and Trainmaster MEL GRAHAM, that the caboose, one of 12



Brakeman Burnett's last train crew: (front, L-R) Fred Montes De Oca and Howard Wright; (Back row, L-R) Jim White, Cherter Burnett, Joe Parker, and H. D. Smith.

cabooses built by WP in 1944, was obtained.

ELKO

Henry Wallock

Best wishes went with Brakeman CHESTER R. BURNETT when he retired on October 31 after 31 years and one month service. Chester was born in Fort Madison, Iowa on November 24, 1908 and during his youth worked on farms in Iowa, Illinois and South Dakota. He came to Elko and hired out with WP in September 1942. He is a deacon in the First Baptist Church. Chester and his wife, Lillie, a native of Huron, S.D. were married in December 1930 and they will continue to live here at 564 Oak Street. They have four sons, who all served in the Armed Forces, and one daughter. Chester and Lillie enjoy hunting, fishing and traveling. "Everyone you worked with, Chester, wishes for you and Lillie a long and happy retirement."

After 32 years service Engineer GEORGE W. DANIELL completed his career on August 31. He came to Western Pacific on August 24, 1941 and has worked in engine service the entire time. He was promoted from fireman to engineer on June 25, 1945. George



George receives congratulations from John Lusar.

and his wife, Babe, have moved from Elko and are now living in Gardnerville, Nev. We hope they will have a long and happy retirement and that they will stop in and see us whenever they are over this way.

OAKLAND
Lu Wheeler

Congratulations to M. H. SWASEY, oiler on the M/V "Las Plumas," who



was presented with his 35-year Service Pin on October 6.

Congratulations and very best

wishes to York Clerk HERBERT RUPRECHT and Pamela Kurrels who were married on September 22. Pamela was "Maid of San Lorenzo" in 1970. The couple honeymooned in Los Angeles, Las Vegas, and Reno, and are now living in Hayward.

Congratulations to Sales Representative HORACE W. LOHMEYER on his election as 2nd vice president of the Oakland Traffic Club for the year 1974. A native San Franciscan, Horace's entire career since

August 1950 has been with WP. He entered the marketing department in November 1957 as consist clerk, became sales & service clerk, and was staff assistant for a training program. He became chief clerk at Oakland in July 1963 and sales representative in August of that year. He was a member of the OTC's board of directors for two years, and is presently a board member for the S.F. Bay Area Chapter National Defense Transportation Assn.

Best wishes for a long, happy retirement for Messenger JACK A. MCPHERSON, who retired on September 28. Jack first worked for WP on August 24, 1944. At a luncheon given for Jack, the clerks in Oakland and San Francisco presented him with a nicely filled wallet and the Company's Certificate of Service.



OROVILLE

A. I. Reichenbach, Jr.

We regret to report the death of THOMAS F. REED, retired engineer, in Covelo on August 6. He was the father of Clerk JOE REED, Conductor JACK REED, and Brakeman CHUCK REED. Our deepest sympathy to this fine family.

Congratulations and best wishes to Train Desk Clerk DAVID McLAIN and Barbara Fulton who were recently married in a ceremony in Reno. Dave is the son of General Clerk MARVIN McLAIN and his wife, Mildred. All are happily residing in Oroville.

A recent hunting expedition to Idaho was not too productive for Trainmaster R. E. "BOB" SHERWOOD and his wife, Jane. Although they had a grand time, the elk and deer population didn't suffer!

Another new member in the telegraph office is A. B. "TONI" EDWARDS, up from Sacramento. Toni is married to retired Trainmaster V. H. "VIRG" EDWARDS, and we welcome them both back to Oroville!

We lost a good man to Sacramento, however, and we wish A. G. "AL" SLADE all the best of luck on his transfer to Sacramento Shops—our loss, their gain.

I dropped by the home of retired Clerk GEORGE F. CAMPBELL on a recent night and came away with ten nice trout to the good. George caught all of them and, like his retirement, enjoyed every minute. Many thanks, George, and keep on enjoying life!

STOCKTON

Elaine Obenshain, Bill Lane

(Editor's note: Electrician Apprentice BILL LANE succeeds VELMA PRENTISS as co-correspondent for the Stockton area. Bill will cover news of diesel shop employees, formerly done by Velma before her move to the yard office. Our many thanks to Velma for her

wonderful past assistance. Our thanks, too, to Bill for taking over, and his well-done first report is included below.)

Brakeman and Mrs. J. L. NORMAN welcomed their second daughter, Tara Celeste, on August 4. She has a big sister, Dawn, age 3.

Conductor JOHN M. "JACK" WEBB retired on October 31 after 33 years and 7 months service. We wish for him a long and happy retirement.

Sheet Metal Worker ELMER K. JONES joined the ranks of the retired on September 1 with 37 years and 3 months service to look back on. We hope he finds retirement enjoyable.

Our deepest sympathy to the families of the following retired employees who passed away on the dates shown: Switchman LOWELL B. CRAWFORD in September; Switchman HOBART R. BAKER, September 6; Carpenter EARL DAVIS, September 4; Engineer EARL HURST, September 5; and Water Service Foreman HERMAN ROHDENBERG, September 3.

District Claim Agent and Mrs. O. R. BROWN are proud parents of Rachel Lynne, who arrived on October 28. She has a three-year-old brother, Phillip.

Congratulations and best wishes to Engineer WILLIAM C. "BOOMER" FILBECK, who made his last run on October 15. He entered service with Western Pacific on July 31, 1941.

Congratulations and best wishes to Miss Kathleen Rae Phelps and Stephen Anthony Vrismo, who were married on August 26 in Faith Lutheran Church. Stephen is the son of retired Conductor and the late Mrs. JOHN VRISMO of Reno. At the close of the ceremony the bride, who sang in the A Cappella Choir at Tracy High School, and other vocal groups, sang "The Lord's Prayer." More than 200 guests attended a reception and wedding dinner following the ceremony.

We wish for Roundhouse Laborer BESSIE GEORGE a long and happy retirement. She has served the Company for 30 years, both here and in Oroville. Mrs. George plans to do a lot of fishing near her new home in Marysville, where her son, Phillip George, and sister, Lou Keith, live.

Pipefitter and Mrs. GEORGE NEVIUS recently gave their son, George Nevius, a going-away party before he left for Fort Polk military reservation in Louisiana where he will serve in the Army.

We recently received word that retired Roundhouse Laborer LOU KEITH is in the hospital in Marysville. We wish her a speedy recovery from her long illness.

Machinist JOHN NELSON is recuperating nicely at home following surgery and we hope to see him back soon.



On hand to wish Alvin farewell were: (front, L-R) Sam White, Bob Mead, Harry Loyer, (2nd row) E. England, Frank Tufo, Alvin Skootsky, Barney O'Keefe, Arnold Skootsky, (back row, L-R) Rhineholb Schmidt, John Cook, Roy Newman, Mike Cushner and Ben Paredes.

A speedy recovery also to Store Department Clerk W. R. MARTINSON who is improving nicely following a heart attack.

On October 20 Electrician Apprentice STEVEN SCHUETZ and Miss Donna Kiefer were married during evening candlelight services in Calvary Baptist Church in Stockton. More than 250 people witnessed the ceremony prior to a reception at the Elkhorn Golf and Country Club. Steven and Donna both attended Stagg High School and Delta College. Parents of the bride and groom are Mr. and Mrs. Henry W. Kiefer and Mr. and Mrs. Gerald M. Schuetz.

SAN FRANCISCO

Tina Phillips, Dora Prophet, Ruth Stone

Car Clerk ALVIN SKOOTSKY retired on October 31 after 44 years and 7 months of valuable service to WP. A



BRAC opens training center

The Brotherhood of Railway and Airline Clerks (BRAC) officially opened its second Work Incentive (WIN) training program center in San Francisco on September 27 under a contract with the Department of Labor. The first BRAC WIN center opened in St. Louis earlier this year.

Purpose of the program is to provide men and women with sufficient skills to aid them in qualifying for jobs in the transportation industry. Some 80 people entered the center at 155

Attending opening ceremonies BRAC training center were C. L. Dennis, International Pres.-BRAC; W. L. LeBeouf, General Chairman-BRAC; Pete Brennan-Sect. of Labor; and President R. G. Flannery.

Ninth Street for training, and as the initial enrollees complete their training and become employed, additional enrollees will be trained. They must have a high school diploma or equivalent and be able to pass entry qualifications. Their studies will include various related transportation functions and familiarity with forms and documents such as waybills and other reports.

Staffing the center are Denver S. Cooper, placement coordinator, Norman E. Cyr, William S. Duel and Ronald J. Stuart as field educational representatives.

native San Franciscan, and a graduate from Mission High School and Humboldt Evening Business School, Alvin joined WP on April 9, 1929 as a messenger at the old waterfront office. Since that time he has held nearly every clerical position in the local freight office, first at 8th and Brannan Streets and most recently at 25th Street yard. In 1935 he was sergeant at arms for the Brotherhood of Clerks, and he served four years with the Navy during WWII. His many friends extend best wishes for many years of good health and happiness!

Many years of happiness are wished for SEBASTIAN LOPEZ, accountant-dis-

bursements, and MARTA RODRIGUEZ, cost & budget analyst, who were married in the Pioneer Presbyterian Church in Winters, Calif. on November 3. Marta is the daughter of Mr. and Mrs. Victor Rodriguez of San Juan, Puerto Rico, and Sebastian's parents are Mr. and Mrs. Sebastian R. Lopez, Sr. of Winters. A dinner reception for 60 seated guests was held at the Yolo Fliers Club. The newlyweds are living in San Francisco and will honeymoon in Puerto Rico during the Christmas holidays.

On September 29 Customer Service Representative ALTHEA BRIGGS left for a two-week tour of Greece and Turkey. Highlights were visits to the

Acropolis, National Archeological Museum and touring the beautiful Greek countryside and ancient cities. The tour included a cruise on the Aegean Sea, visits to Ephesus, possibly the largest excavation of a complete ancient city, Mukonos "the white island" with its famous windmills, and on Santorini they rode donkeyback up the steep climb to the town of Thera, perched on a high vertical cliff above the sea facing Greece's only active volcano.

Chief Clerk WILLIE DICKENS, general claim agent's office, and her husband, Bill, spent 26 days in October visiting Spain and Portugal. They prefer to travel "on their own" and Bill delights in making itinerary plans. "It was one of our most enjoyable trips," said Willie. "These countries are just beautiful and their art exhibits and museums are outstanding. Bill speaks some Spanish and we found the natives most friendly and accommodating. One individual on learning that we were having some directional problems even went out of his way to drive us to where we were going."

When Tax Analyst GORDON INGLE had lunch recently with R. C. "DICK" BELTZ, retired 13 years from the vice president & general manager's office, Dick reported that LOIS J. DRAGO died in Napa County on October 10. Miss Dragoo retired from the VP&GM office on March 31, 1950 as chief pass clerk, one of two women at that time to hold this position on the nation's major railroads. When she retired, Dick Beltz commented that after the many thousands of times her signature appeared on WP passes her autograph would be of little value even if she were elected president of the U.S. Funeral services were held under the auspices of the Order of Eastern Star in Oakland on October 15, and her ashes were sent to the family plot

in Fort Wayne, Ind. Gordon reported, incidentally, that Dick Beltz looks just great and sent his regards to old friends.

Sincere condolences to the family of CHARLES E. VINCENT who died on November 13 at the age of 72. Charley retired as supervisor of WP's duplicating bureau on May 31, 1966 after 38 years in that position from the time the department was first opened in the Mills Building in 1928. Charley was division chairman for the Brotherhood of Railway Clerks in 1949 and 1950 and again from 1955 to 1963. He was a Navy veteran of WWI and a Marine veteran of WWII, a past Commander of Burlingame Post No. 163, American Legion, and a member of Feather River Lodge No. 248 BRAC, and the Indian Valley Golf Club. Survivors include his wife, Mabel, several in-laws including Mrs. RUDY ENGEL, former law department secretary, and numerous children, grandchildren and other relatives. Private military services and interment at Golden Gate National Cemetery, San Bruno were held on November 13.

We were sorry to learn that DONALD J. STEVENS, rate quotation clerk, suffered a heart attack on November 18. At latest report Don had been removed from intensive care, and we sincerely hope that his complete recovery will be soon.

Our very deepest sympathy to DONALD L. LOFTUS, director-intermodal development, and family, in the loss of their wife and mother, Lois, from a sudden heart attack on November 22.

Words can in no way fully express our heartfelt sympathy to William F. McGrath, assistant vice president-sales, and his dear wife, Rita, whose lovely daughter, Colleen, 16, passed away so unexpectedly on November 26.

Our thoughts are with both Don and Bill, and their families, during their time of sorrow.

In Memoriam



John W. Adams, retired Central California Traction brakeman, Newman, Ca., August, 1973.

Antonio Arenas, retired section laborer, Salt Lake City, August, 1973.

Peter D. Bargiotis, retired Sacramento Northern Railway laborer, Lemnos, Greece, July, 1973.

Joseph W. Byrne, retired Central California Traction brakeman, Stockton, September, 1973.

B. M. Castaneda, retired laborer Guadalajara, Mex., June, 1973.

Webb N. Cone, retired telegrapher, Ojai, Ca., September, 1973.

Lowell Crawford, retired switchman, Stockton, September, 1973.

Otto H. Croissant, retired Sacramento Northern machinist, Roseville, February, 1972.

C. Earl Davis, retired B&B carpenter, Stockton, September, 1973.

Lois J. Dragoo, retired chief pass clerk, Berkeley, October 10.

Robert N. Fender, retired carman, Linden, July, 1973.

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Milepost 234—Lee Sherwood's last milepost sign picture—one mile west of Poe.

Anders R. Gustafson, retired marine captain, South San Francisco, October, 1973.

Carl G. Horton, retired janitor, Winnemucca, July, 1972.

Melville S. Jarrett, retired signal maintainer, Igo, Ca., October, 1973.

Ivan Johnson, retired marine deckhand, Loomis, Ca., September, 1973.

William H. Jones, retired Central California Traction mech. shops, Salinas, July, 1973.

George M. Leodakis, retired laborer, Salt Lake City, July, 1973.

Vernon W. Morrill, retired conductor, Marysville, April, 1973.

Frederick S. Oakes, retired switchman, Stockton, date unknown.

Earl E. Pashby, retired conductor, Elko, August, 1973.

Sherman D. Perkins, retired locomotive engineer, Stockton, April, 1973.

Albert D. Pingrey, retired brakeman, Chico, January, 1973.

Will Pruitt, retired porter, Oakland, September, 1973.

Thomas C. Reynolds, retired brakeman, Clarksville, Tn., August, 1973.

Carl J. Ronnow, retired Sacramento Northern signalman, Oakland, January, 1973.

John A. Saunders, retired yard clerk, San Jose, July, 1973.

Cecil G. Trumbo, retired locomotive engineer, Salt Lake City, October 8.

Charles E. Vincent, retired supervisor-duplicating bureau, San Francisco, November 13.

WESTERN PACIFIC MILEPOSTS

526 Mission Street

San Francisco, CA 94105

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Member Assn. of Railroad Editors



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Merry Christmas
and best wishes
for the New Year
to all
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and their families!