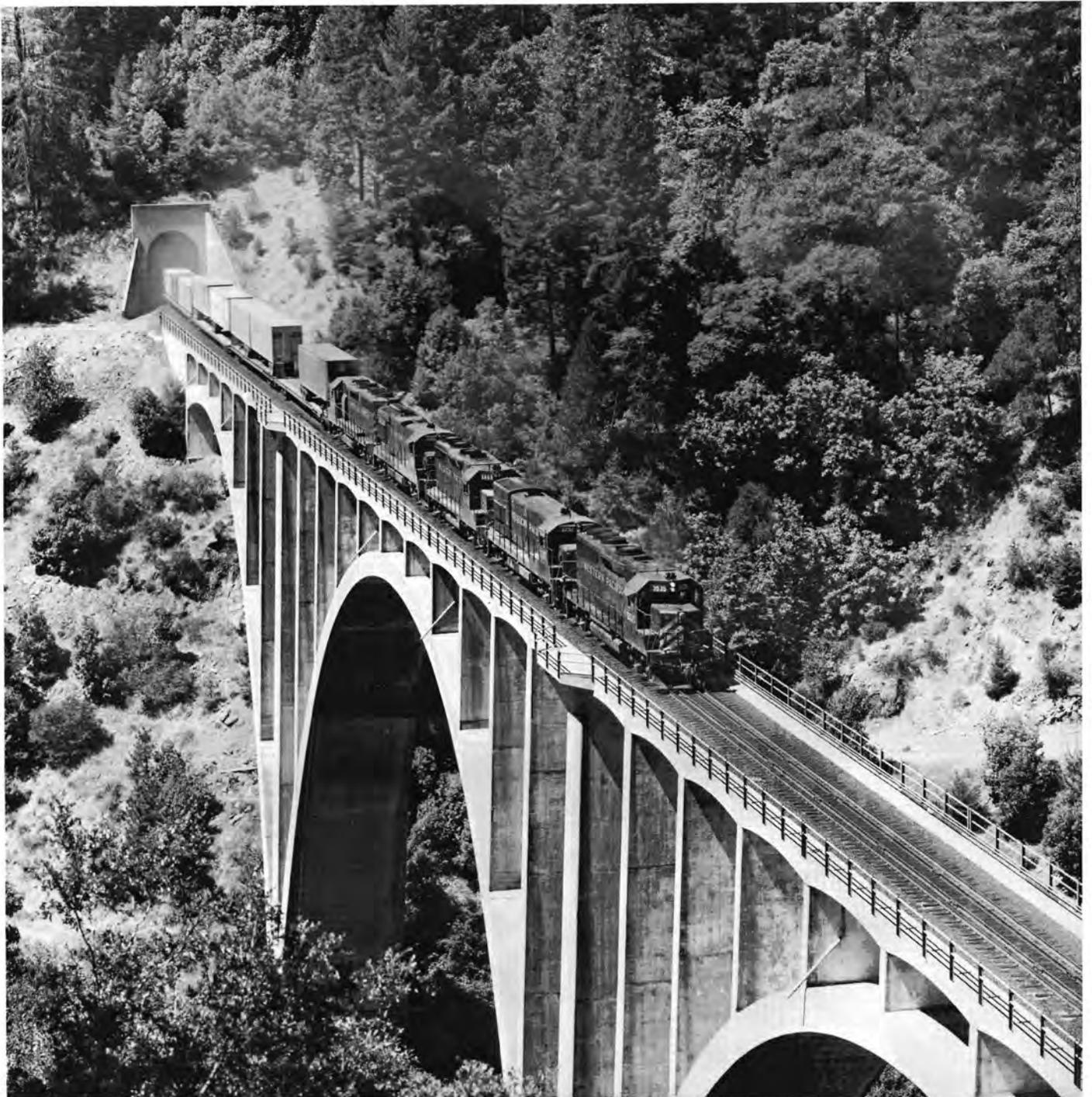


WESTERN PACIFIC

MILEPOSTS

SEPTEMBER/OCTOBER 1979





R.G. Flannery

R.G. Flannery
President and Chief
Executive Officer

526 MISSION STREET

By this time, all of the employees of Western Pacific Railroad should be aware of the changes that did *not* result when the Company assumed its new corporate structure on April 4th of this year: The management of the railroad did not change. The employees of the Company were not affected. And the services that we offered our customers on April 4th were the same services that we offered on April 3rd.

What did change, of course, was that the railroad once again became an independent, publicly-owned, San Francisco-based company. As one of the seven officers of the railroad who planned and negotiated the return of the railroad to its former status, I am in a position to state that the decision to pursue that course of action was based upon a strong confidence in the long-term prospects of the Western Pacific and a firm conviction to see that those prospects are realized.

The Western Pacific Railroad is in good physical condition. With your help, we will see that it remains in good physical condition. I hope that all of the employees of Western Pacific are not only aware of but also share our commitment to continue to run a first-class transportation company.

Another thing that has changed since April 4—though no one could have foreseen the extent of the change—is that fuel prices have been escalating at an all but unprecedented rate. Increases in the price of diesel fuel have had a serious impact on Western Pacific. But we are doing everything we can to cope with those cost increases, and I can only ask all our employees to continue their efforts to conserve fuel.

While we have been faced with the need to make adjustments to drastically higher energy costs, this "cloud" too may have its "silver lining." As our whole nation and our whole economy seek greater efficiency in use of fuel, we will undoubtedly become more dependent upon railroads for the movement of our goods.

A fuel crunch like that we have experienced recently may well cause us some headaches, but it also causes us to redouble our conviction that Western Pacific will be ready and able to handle even more traffic as the substantially greater fuel efficiencies of rail transportation become more apparent and more important to shippers.

We also want the employees to know and understand more about what Western Pacific is and what it is doing. This is the reason that the MILEPOSTS you are reading is different from those you have seen in the past.

Henceforth, MILEPOSTS will be published every other month. Articles in MILEPOSTS will focus on Western Pacific and people who make it run; the plans, purposes, projects, policy and, in particular, the personnel of the Company. We will not ignore the history of the Company, but simply try to relate our past more directly to what is now happening on the railroad.

This page of MILEPOSTS will be used to convey personally to you my views and those of other officers of the company on matters of importance to Western Pacific, to the railroad industry, and to all of us as Western Pacific Railroad employees.

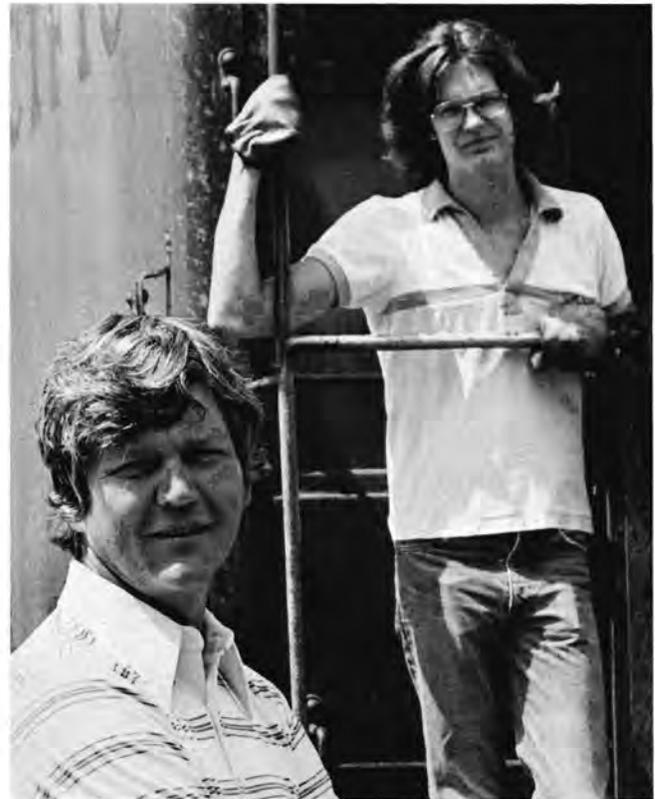
I hope that everyone associated with Western Pacific enjoys this issue of MILEPOSTS and looks forward to future issues.

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Railroading has been passed from generation to generation by more than a few American families, and Western Pacific, too, has been a tradition for several clans. Mileposts takes a look at one such family, the Mortons.



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Cover: Five Western Pacific locomotives speed the eastbound TOF, a solid train of piggybacked trailers and containers that originates in Oakland, Calif., over the Feather River at Poe, Calif., June 30, 1979.

WESTERN PACIFIC MILEPOSTS VOLUME 31 NUMBER 1

Jack Burke, Editor

REVAMPING RAMPING

A total re-thinking of intermodal yard design produces new track configurations, specialized equipment to speed handling of containers, trailers at Western Pacific's Oakland yard.

The major \$4 million improvement project that Western Pacific is now completing at its Oakland, Calif. freight yard could well make WP's intermodal facility there a model for railroad "ramps" of the future.

"We took a long and hard look at the way we have traditionally loaded trailers and containers on and off of rail flatcars," says Western Pacific Senior Vice President-Intermodal John J. Gray. "Then we redesigned the whole concept of a ramp to minimize the time we have to spend handling those containers and trailers. And we had these designed," he says with a wave of his hand toward the two stars of the new ramp, "to take full advantage of our revamped ramp."

The two stars of the Oakland WP ramp, and the most visible elements in the new design, are two giant, remote-controlled cranes. Known as Super Packers, they are the first of their type in use anywhere, and the first cranes specially designed for rail ramping of intermodal shipments.

Western Pacific is far from a newcomer to intermodal trailer-on-flatcar (TOFC) or container-on-flatcar (COFC) movements, together known by their more common name of "piggybacking." WP has long realized the advantages of intermodal carriage: the fuel efficiency of rail combined with the door-to-door delivery that trucks offer and the international reach of ocean-going vessels makes piggybacking a real triple threat.

Shippers, too, have recognized the advantages of piggybacking to such an extent that intermodal traffic has jumped into second place for revenue production among all types of traffic moving on the railroads in the United States.

"Western Pacific has played its part in the intermodal revolution," says Gray. "Last year alone we moved just under 70,000 containers and trailers, and intermodal traffic thus far this year is substantially ahead of last year's pace.

"But in order to continue the growth of our intermodal traffic, we knew that we had to achieve greater efficiencies in the handling of equipment, that we had to improve utilization of equipment, in short,

that we had to provide faster service," continues Gray. "We have accomplished those goals in our redesign and rebuilding of our Oakland ramp, but we have not stopped there. We're trying to meet the same goals by extending our operations off-line, by offering our customers more services, and by reshaping our organization to respond more effectively to the needs of the shippers."

THE OAKLAND RAMP

Scanning the horizon from Western Pacific's Oakland ramp, located directly on the busy Oakland Estuary, one can see in the distance the skylines of both Oakland and, across the Bay, San Francisco. Closer by, one is likely to see colorful, container-laden ships moving to and from the docks of the Port of Oakland at a fast and regular enough pace to make Oakland the busiest port for containerized freight on the West Coast.

One of the principal features of the redesigned ramp is its new track configuration. Tracks have been moved from the center of the facility to the perimeter, have been laid as close to straight as possible, and have been extended so they will each hold up to 45 of the usual 89 foot long intermodal flat cars. The area between the two tracks has been newly paved and provides the space necessary for the actual transfer of containers and trailers between rail cars and truck hosting units. This area between the two tracks also provides 350 parking spaces for containers and trailers, bringing to over 1,000 the number of spots available at the Oakland yard for trailers and containers.

"With the tracks on the perimeter of the ramp," explains Bill Schmidt, WP's assistant vice president-intermodal sales and services, "we save a substantial amount of space, but still have the advantage of working on two tracks simultaneously, and off-loading or on-loading into a common area.

"The advantage of the long, nearly straight track," says Schmidt, "is that once a westbound train is moved onto one of the tracks, all of its cars can be unloaded and reloaded for movement eastbound without ever having to reposition the cars."

Lifting containers and trailers on and off of the flat cars is the job of the stars of the new facility, the Super Packers. These two, 175,000 lb., 52 foot high cranes are unlike the piggybackers and straddle cranes that have been employed in the rail industry for intermodal ramping, and offer distinct advantages over those two types of equipment.

A unique cantilever beam that extends over a track adjacent to the Super Packer, in combination with its reverse hydraulic hoisting



A portion of Western Pacific's Oakland yard with new Super Packer (left) and piggybacker working in tandem to lift containers from flatcars to hostling trailers which will dray containers to nearby ship docks. San Francisco skyline and Bay Bridge are visible in background.



mechanism, enable the Super Packer to lift loads of over 40 tons on and off rail cars without straddling the track. This separation of crane and train has obvious advantages over a straddle crane for rapid clearing of loading equipment from track and for fast redeployment of the Super Packer to another track.

The Super Packers operate along side a track in a strip only 35 feet wide, far less room than a piggypacker needs for its back and forth movements.

A major advantage that the Super Packer has over both piggypackers and straddle cranes is the freedom the Super Packer affords its operators. Since the Super Packer is radio-controlled, the operator is not tied to a control cab with a restricted view. Rather he is free to walk to a position from which he can obtain an unobstructed view of the action he is directing with the control modum he wears on his belt. (A duplicate set of controls is mounted on the machine.) The positioning of the operator on the ground makes communication with the groundman of the crew easier, thereby in many instances further reducing the under three-minute cycle time for which the machine was designed.

ADDITIONAL IMPROVEMENTS IN OAKLAND

While many of the improvements to Western Pacific's Oakland facilities were made with intermodal traffic in mind, the freight yards adjoining the intermodal ramp were far from forgotten.

Reballasting of much of the yard track, along with the installation of heavier rail, has been completed. Four new tracks have been installed and others extended to offset the loss of track removed for the new intermodal ramp. The locomotive fueling facility has been moved and improved and improvements have been made to rip

Unique cantilever design of Super Packer makes it possible for machine to lift loads of up to 80,000 lb. without straddling track or needing as much space to operate as conventional piggypacker.

Super Packers can "top pick" containers, as shown, or secure containers and trailers with its four arms, which rotate down from their retracted position to lift trailers from underneath.

tracks and to the caboose servicing track.

Finally, a new yard office, housing employees of both Western Pacific Railroad and Western Pacific Transport, has been built immediately adjacent to Middle Harbor Road.

ADDITIONAL IMPROVEMENTS IN INTERMODAL SERVICES

Recent improvements to WP's intermodal services, likewise, have not been limited to the Oakland ramp.

In order to maintain better control over its own and its shippers' equipment once it has moved off-line—and in particular to insure rapid return of that equipment—Western Pacific has established a terminal in Cicero, Illinois, just outside of Chicago.

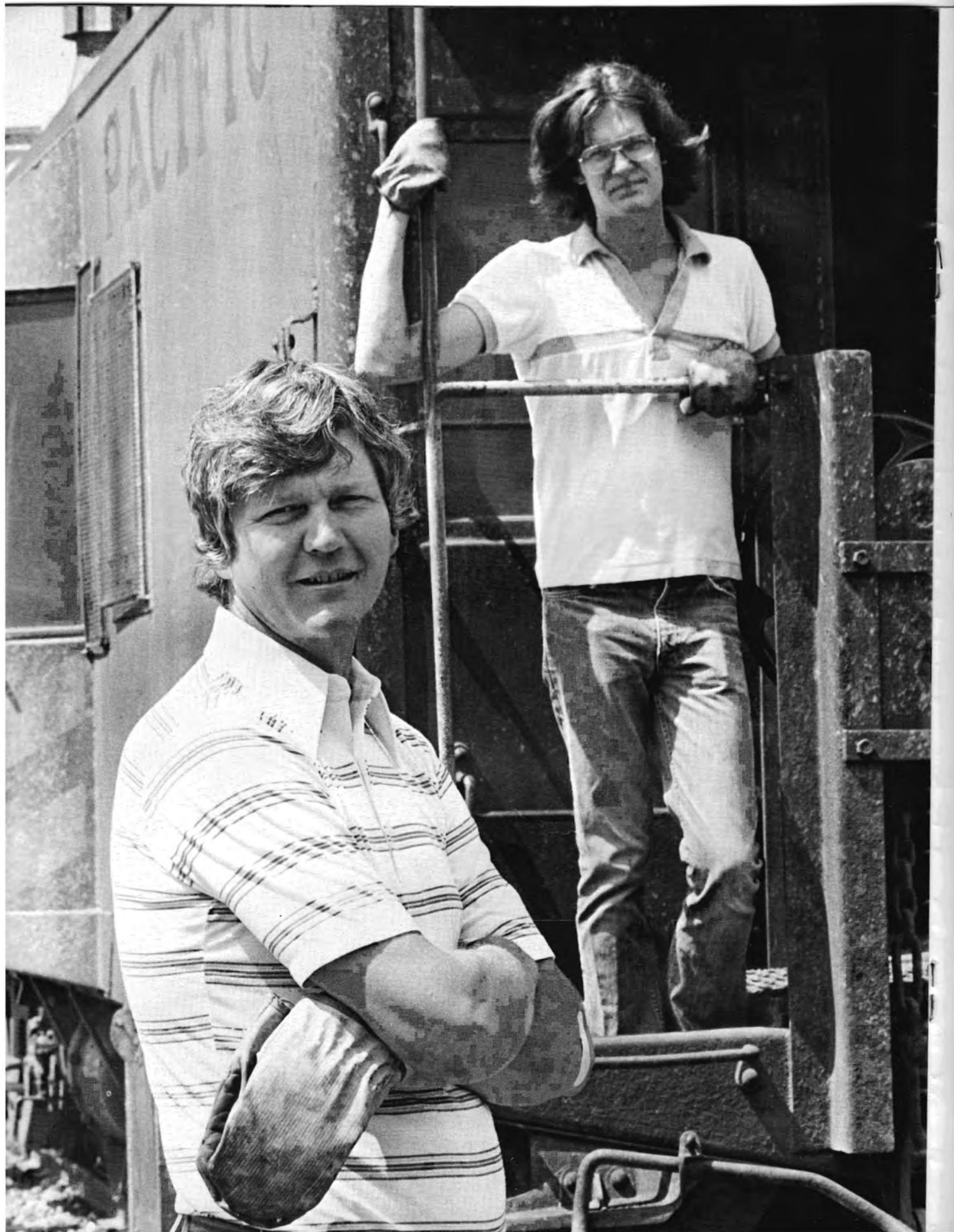
WP has also established intermodal customer service centers in Cicero, and at the Oakland office. Customers are now able to call either of these centers for timely information on their intermodal shipments.

"Our object is to provide all our customers with one-stop service," says Bill Schmidt.

While they won't be on the scale of the improvements to the Oakland yard, future improvements now on the drawing board or already underway include major projects at the Milpitas and Sacramento, Calif. ramps.



Radio control of 175,000 lb., 52-foot high Super Packer, by means of his belt-mounted modum, enables operator Curt Ellis to position himself at best vantage point for landing of container.



WESTERN PACIFIC IS A MORTON FAMILY TRADITION

For 73 years there has been at least one Morton with WP. Now there are five.

When, in 1906, one Glenn Marshall Morton, signed on with the Western Pacific Railroad as its fifth locomotive engineer, little could he have expected that he was establishing an unbroken line of succession that has thus far seen the names of five generations of Mortons on the roster of Western Pacific.

When, in 1979, Glenn Edwin Morton, joined Western Pacific as a brakeman trainee, he knew that he was adding to the already high likelihood that the Morton legacy to WP would continue for some time to come for he brought to five the number of Glenn Marshall Morton's direct descendants now in the employ of the Western Pacific.

Glenn Edwin works west from Salt Lake City to Elko, Nev., as does his father, engineer Glenn Edward Morton. When in Elko, say both of the Glenn Mortons, they are likely to meet—as the case might be—an uncle, nephew, cousin or brother, for it is into Elko from Winnemucca, Nev., that conductor Robert C. Morton and his two brakeman sons, Randy and David, work.

Glenn Edward and Robert C. "Bob" Morton are the grandsons of the original Western Pacific Morton, Glenn Marshall. Their father, Glenn Walter, also a locomotive engineer, retired in 1973 after a career with Western Pacific that spanned more than 50 years.

Glenn Walter Marshall is readily accorded the role of family historian by his sons and grandsons. Now 72, he relates from his home in Grants Pass, Oregon, where he moved following retirement, that his father left the Los Angeles, Salt Lake and San Pedro in 1906 to join the Western Pacific while the WP was still under construction. While he signed on as a "hoghead," his early service with WP included time as a clamshell operator in the vicinity of Wendover, Nev., along with time at Salt Lake City setting up some of Western Pacific's earliest locomotives.

In 1908, Glenn Marshall Morton moved to Elko, a town that was to serve as his home base for the next 11 years. During his stay in Elko, Glenn Marshall played a part in enlisting the services of his own father for Western Pacific.

George Washington Morton worked as a dispatcher in Elko from early 1911 to mid-1912, before moving to the Los Angeles, Salt Lake and San Pedro and eventually becoming editor of the Long

Beach (Calif.) Sun. Brief though George Washington Morton's tenure with WP may have been, it firmly establishes the Morton family's claim to five generations of association with Western Pacific.

Glenn Marshall Morton, his son Glenn Walter relates, moved from Elko to Salt Lake City in 1919. It was only a few short years later—and against the wishes of his father—that a young Glenn Walter Morton began working for Western Pacific.

"I began work March 17, 1923, as a call boy in the roundhouse," Glenn Walter says, "and I worked every kind of job that I could."

Glenn Walter became a fireman on what were then, naturally, steam locomotives in 1928. In 1942, he realized what he says was his childhood ambition when he was promoted to engineer.

While he worked 14 years as a fireman, he recalls only three trips—one on the Delle helper and two roundtrip passenger runs—on which he worked with his father, who continued as a WP hoghead until his retirement in 1948 at the age of 65.

Among Glenn Walter Morton's strongest, if not always his fondest, memories of his half century with Western Pacific are 15 months that he spent working the helper out of Jungo, Nev., during World War II. Glenn Walter described Jungo—now nothing more than a siding and a grade crossing—as "a store, a post office and a one-room schoolhouse with 40 or so people almost all of whom were connected with the railroad."

Glenn Walter also remembers strongly the only derailment in which he was ever involved. He watched from the cab of his own locomotive, sitting on a siding at Sage, Nev., as 17 cars of a passing train derailed one day in 1972.

Glenn Walter had the opportunity to witness many other changes of a more gradual but more lasting sort during his years with the Western Pacific. He was the engineer on the Gerlach to Elko portion of the last run of the Zephyr and he admits that he was opposed to another big change on the railroad—the switch from steam to diesel locomotives.

But the biggest change during his 50 years of railroading, he says, "is in the rate of pay and the working conditions, both of which have improved since I ran my first engine for \$7.88 per 100 miles."

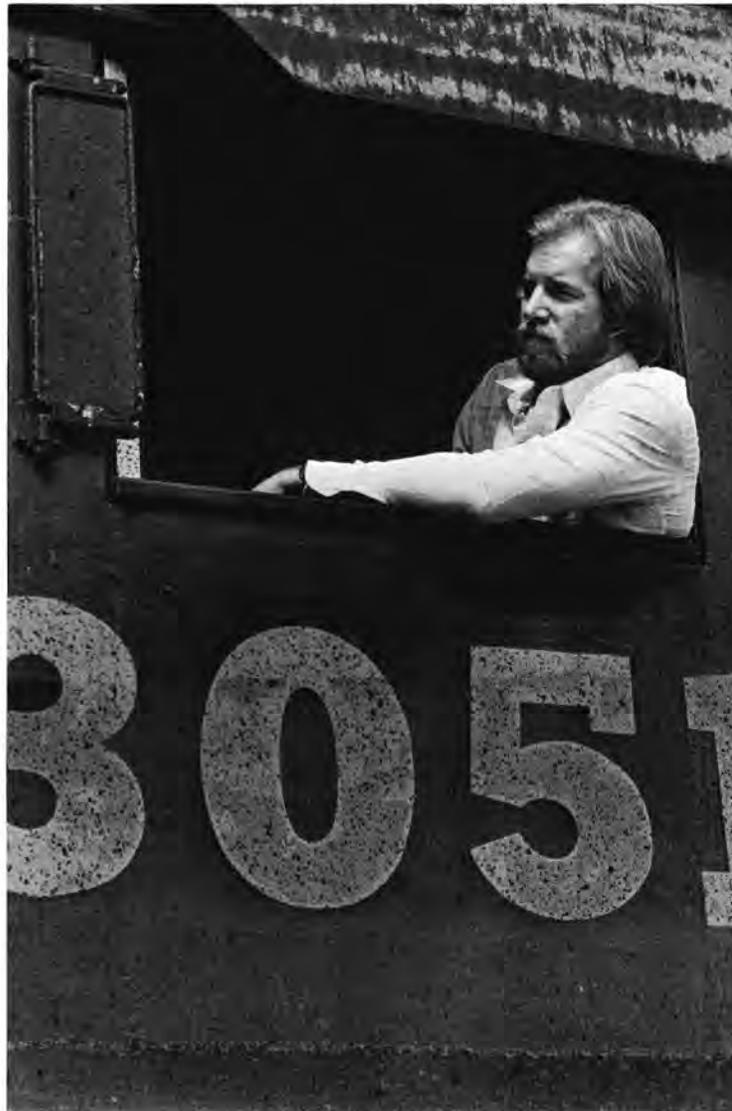
Unlike his father before him, Glenn Walter encouraged his sons to join the railroad.

"They expressed a desire to do so, and I did everything I could to help. By then it was more of a family tradition than anything," he says.

Bob Morton, two years younger than his brother Glenn Edward,

Opposite

The three most recent generations of Mortons have worked together more than was the case earlier. Here, Bob Morton is about to join son David on board caboose. Brakeman David enjoys working with his father whom he terms "a good old conductor"



Just as his great grandfather, grandfather, father, uncle and two cousins have done, brakeman Glenn Edwin Morton now views Western Pacific track and Western landscape from the cab of a locomotive.

entered train service as a brakeman in 1953, or two years before Glenn Edward entered engine service as a fireman.

Bob Morton remembers some tough times during his early days with the railroad. In his first two years with WP, he says that he worked only two months and two weeks.

"My sons don't understand how hard, how slow it was to catch on when I started," he says in comparing his career with those of his sons, Randy and David, who entered WP service in 1974 and 1977, respectively.

Bob now says of life with the railroad, "It's a good job, a good way to make a living. People don't starve."

Bob and his wife Beverly, the daughter of retired engineer Dave

Speegle, have two younger sons, Ricky, 18, and Terry, 15, and it seems that Ricky too will soon be a candidate for railroad duty.

Over in Salt Lake City, Glenn Edward Morton refuses to predict whether any of his four younger children will follow the Morton railroading tradition, but he knows that two of his children have broken another Morton tradition by being born girls, the first in five generations of Mortons.

Glenn Edward himself relates that he was not all that eager to follow past generations of Mortons into the cab of a locomotive, though he also recalls that "After my maiden voyage as an engineer, I just hated to get off that locomotive."

While he says that here is certain element of the "old hat" in the



Right hand on the throttle, left hand on the engine brake, engineer Glenn Edward Morton backs brand new GP 40-2 unit, number 3545, in Roper Yard, Salt Lake City.

job now, he also says that he is constantly aware that, "An engineer is responsible for a lot of lives and a lot of money."

Glenn Edwin, who is called "John" by family members to avoid confusion with his father, has not been with the railroad very long, just long enough to decide that one of the real advantages of his job is "learning something new every day, meeting someone new every day. It certainly isn't boring."

Those sentiments are shared by his cousins, Randy and David, both of whom say that they always wanted to work for the Western Pacific. "By this time, there must be something in the blood," observes Randy, who does admit that it's too early to tell whether the tradition has been passed on to his own one-year old son, Justin.

FAMILY THAT WORKS TOGETHER

While Glenn Walter Morton did not work often with his father, Glenn Marshall Morton, circumstances have apparently changed, for both Bob and Glenn Edward recall many instances of working with their father, and now Bob works frequently with his sons. As of late August, Glenn Edwin, the newest Morton to the WP, still had not had the opportunity to work with his father, but he was awaiting the day when he would.

Bob's son David comments on working with his father and provides a hint as to why the Morton family has given a combined total of 152 years of service to the Western Pacific with these words: "I enjoy working with him. He's a good old conductor. He knows what's going on. Besides, he's my dad."



R. W. Stumbo, Jr., Western Pacific's Senior Vice President—Finance inspecting new WP logo as it appears on 100 new boxcars delivered to the railroad recently by their builder, FMC.

A SIGN OF THE TIMES FOR WESTERN PACIFIC



Western Pacific Railroad Company

"THE FEATHER RIVER ROUTE"

Western Pacific Railroad Company has adopted a new insignia or "logo" that combines a modern look reflecting the company's status as a modern transportation company with a return to the railroad's historical roots as "The Feather River Route."

From the time of its founding in 1903, Western Pacific Railroad has been closely identified with the Feather River, whose North Fork, Middle Fork and East Branch the railroad variously crosses and follows for 114 miles. While Western Pacific's mainline was soon to stretch to close to 1,200 miles, or roughly the same amount of mainline track that the railroad operates today, the identification of the railroad with just one portion of its line was natural.

Many a 19th Century engineer and entrepreneur had dreamed of building a railroad through the Feather River Canyon as an approach to the Beckwourth Pass, a pass that offers a substantially easier crossing of the Sierra Nevada than does Donner Pass. Those dreams remained just dreams until the Western Pacific began construction and, in 1909, commenced freight service through the Feather River Canyon between the San Francisco Bay area and Salt Lake City.

The slogan, "The Feather River Route," came to be emblazoned on the company herald created in 1913 by Western Pacific employee Charles F. Craig for then president C. M. Levey. While Western Pacific has continued to use the historical herald in numerous applications—and while the company will continue to use the historical herald on such items as service awards to veteran employees—the complexity of the herald has resulted over the years in the substitution of a number of different insignia or logos for the historic herald.

Roger G. Meldahl, Western Pacific's Senior Vice President-Marketing, says of the new logo, "We sought a new corporate

symbol, in part, to reflect the fact that we had undergone a major change in our corporate structure this year when the railroad returned to its former status as an independent, publicly-owned, San Francisco-based company.

"While we were seeking a fresh, modern look for our corporate logo, one that was in keeping with a modern transportation company such as ours, we also have a more than sentimental attachment to our historical beginnings," he continues.

"When we selected Marc Gobe and Associates of San Francisco to design the new symbol, we instructed Mr. Gobe to develop a logo that gave a modern appearance to our historical symbol, the feather. We're more than pleased with what he accomplished," Meldahl says.

The new logo—which will generally appear with, at least, the words, "Western Pacific"—will replace all corporate signs that have revolved around the initials "WP."

Conversion to the new sign will be a gradual process. The sign will begin to appear on Western Pacific stationery and business cards this month. Conversion of stationery, as well as forms, will be phased in as existing stocks of those items are exhausted.

The first new pieces of Western Pacific rolling stock to bear the new logo are 100 boxcars delivered in October by their builder, FMC. Existing equipment will receive the new sign when undergoing scheduled repairs that include repainting. The use of decals on trucks will speed the conversion of Western Pacific highway vehicles to the new sign. All new equipment acquired in the future will bear the new logo.

A short manual covering the uses of the new logo is now in preparation and will soon be distributed to all Western Pacific offices.

RETIREMENTS

January through August 1979

Mearl L. Abney, machinist, Stockton, 11/22/71 to 2/5/79.
Myron K. Anderson, bridge and building engineer, Sacto., 5/1/52 to 1/31/79.
Golden Asay, brakeman, Sacto., 3/23/52 to 6/1/79.
James E. Baker, manager equipment utilization, S. F., 2/26/48 to 4/30/79.
Wesley I. Bump, conductor, Oroville, 5/17/37 to 6/22/79.
Willie Charley, track laborer, Portola, 4/1/40 to 3/21/79.
Lawrence Daniel, chief clerk, Stockton, 7/28/36 to 6/1/79.
Carl M. Deck, brakeman, Stockton, 11/15/55 to 1/26/79.
Myron E. Gibson, engineer, Portola, 6/29/36 to 1/31/79.
Dan D. Goderum, clerk, Modesto, 7/15/56 to 7/1/79.
Jack A. Grubbs, engineer, Stockton, 7/31/36 to 4/30/79.
Leo R. Hamlin, conductor, Oakland, 9/24/55 to 2/3/79.
B. B. Harding, clerk, Stockton, 8/5/37 to 8/1/79.
Robert W. Helriegel, clerk, San Francisco, 9/17/48 to 1/8/79.
Joseph J. Jiral, carman, Sacto., 12/45 to 8/4/79.
Troy R. Jones, electrician, Stockton, 2/41 to 6/1/79.
Gordon P. Knapp, sales representative, Los Angeles, 8/30/48 to 1/15/79.
Wayne C. Kyle, electrician, Stockton 11/62 to 6/6/79.
H. W. Lightle, engineer, Oroville, 9/8/41 to 4/19/79.
Bernard I. Long, clerk, Sacto., 1/1/60 to 8/1/79.
J. C. Luser, division superintendent, Elko, 9/41 to 7/1/79.
John T. McLaughlin, brakeman-conductor, Salt Lake City, 8/25/41 to 5/1/79.
Esteban Martinez, track laborer, Keddle, 12/1/56 to 3/1/79.
Jerry E. Miller, yardmaster, Oroville, 2/24/42 to 6/1/79.
John Miakar, clerk, Portola, 6/19/42 to 6/15/79.
Evan L. Nielson, chief train dispatcher, Sacto., 3/42 to 8/79.
W. H. Pollock, carman, Stockton, 8/9/48 to 8/1/79.
Norman E. Potter, machinist helper, Stockton, 8/12/50 to 2/24/78.
Frank J. Price, carman, Stockton, 5/1/50 to 6/30/79.
Ray A. Retallic, machinist, Sacto., 2/7/34 to 6/30/79.
Harold G. Rohde, machinist, Sacto., 4/24/63 to 3/3/79.
Thurston G. Rutherford, field survey engineer, S.F., 10/6/46 to 4/1/79.
Edward L. Seeger, sheet metal worker, Stockton, 10/45 to 6/15/79.
Frank P. Semenza, clerk, Oakland, 9/18/35 to 8/1/79.
R. W. Smith, conductor, Stockton, 1/3/53 to 1/29/79.
Joseph M. Teixeira, machinist, Stockton, 1/19/68 to 1/15/79.
Robert H. Thomas, yardmaster, Sacto., 3/1/41 to 7/2/79.
William A. Tussey, director equal employment opportunity, S.F., 7/25/37 to 4/30/79.
George C. Warner, clerk, San Francisco yard, 11/4/52 to 6/1/79.

MILEPOSTS wishes to record the deaths of the following active and retired employees, and to extend its sympathies to family and friends:

Clifford M. Alt
J. R. Bancroft
William E. Barker, Sr.
Chester F. Barnes
Charles H. Bassett
Jack E. Brennan
Ricco J. Cervetti
Patrick H. Chance
David C. Charlebois
Gary E. Columbia
K. E. Dennison
William Devaney
Harold J. DuFour
Harry E. Fall
Harry E. Fay
Omer P. Fisher
Fred L. Gibson
John F. Graser
William D. Good
Ismael R. Guerrero
Samuel Hearon
Lester A. Henry
Donald R. Hillam
Sidney Hilton
Fred J. Holder
Thomas Kearns
Robert E. Kennedy
Joseph J. Kirch

Thomas A. Kyle
James R. Largent
Louise C. Larsen
George N. Lyon
Robert A. Mauchette
Elwin L. McCann
Gabino Mendoza
Tony Miquel
Glenn T. Myers
Marvin R. Norman
James C. Overholser, III
Tom N. Parris
Raymond W. Pierce
Walter A. Powell
Julio Ribota
Tom Roberson
G. J. Schank
John R. Schonfeld
C. A. Smith
Othel A. Smith
Dionisio B. Soria
John L. Strawn
Aubrey C. Strickler
James Sullivan
Jimmie E. Sullivan
W. L. Swope
William M. Taylor
Harold A. Tetreau
Albert C. Thomas
Edward Thomas
E. L. "Buck" Van Dellen
Patrick Ward
James C. Weaver
Ervin A. Webb
Raymond V. Wright

APPOINTMENTS

B. A. Adams, personnel officer, San Francisco.
R. R. Ahearn, terminal superintendent, Oakland.
H. E. Baldwin, director-train operations, S.F.
J. M. Baird, transportation coordinator, Sacto.
J. H. Belmont, division road foreman, engines, Oroville.
T. R. Brown, transportation inspector, S.F.
Anthony Ching, attorney, S.F.
R. A. Croteau, road foreman, engines, Winnemucca.
K. R. Custis, transportation supervisor, Stockton.
Jack Dannie, chief timekeeper, S.F.
R. C. Gazlay, supervisor-transportation cost control, S.F.
R. R. Gentry, division superintendent, Elko.
T. G. Gignac, agent, Elko.
R. G. Hard, supervisor-maintenance of way equipment and welding, Keddle.
Mike Hartman, manager-labor relations, S.F.
D. E. Henke, trainmaster-agent, Portola.
Mike Hill, terminal manager, Western Pacific Transport, Milpitas.
W. A. Hill, division trainmaster, Oroville.
S. E. Humphreys, road foreman, engines, Stockton.
G. V. Hunter, trainmaster, Fremont.
A. Kinicki, director rules & safety, S.F.
N. W. Lambert, bridge, building and track inspector, Elko.
J. B. Leonard, assistant trainmaster-agent, Fremont.
M. G. Lusk, agent, Stockton.
P. J. Martin, transportation budget analyst, S.F.
L. M. McDonald, training officer, S.F.
Lee P. McLaughlin, vice president-controller, S.F.
C. B. Mead, general supervisor-car utilization, S.F.
W. T. Miller, estimating engineer, S.F.
M. S. Montgomery, assistant engineer, S.F.
J. E. Nipper, track supervisor, Gerlach.
A. A. Sauer, road foreman, engines, Portola.
R. E. Sherwood, yardmaster, Oroville.
B. L. Simmons, trainmaster, Oroville.
F. D. Webb, trainmaster, Fremont.

CAREER OPPORTUNITIES WITH WESTERN PACIFIC

Computer Programmer Training to Begin in Early 1980

Have you ever thought about changing your career orientation toward computer science? During the seventies many people have done just that and, with the recent explosion in computer technology, the eighties appear to hold great promise for those interested in possessing computer science skills.

Western Pacific is no different from other corporations in its need to maintain and analyze information accurately and on a timely basis.

To help meet these needs, a new training program for Programmers will begin on Western Pacific in early 1980.

The object of the Trainee Programmer Program is to assure the availability of competent Computer Programmer/Analysts for the railroad and also to provide an opportunity for current Western Pacific Railroad employees with the appropriate interest and aptitude to transfer into this area of work.

The candidates for this Program will come from the various departments of Western Pacific and will have demonstrated an aptitude and interest for computer sciences as a field of endeavor. Candidates will be required to take an aptitude test which will measure the candidate's potential abilities in computer science subjects. Selection of the trainees will be made on the basis of test results, personal interviews and previous work records.

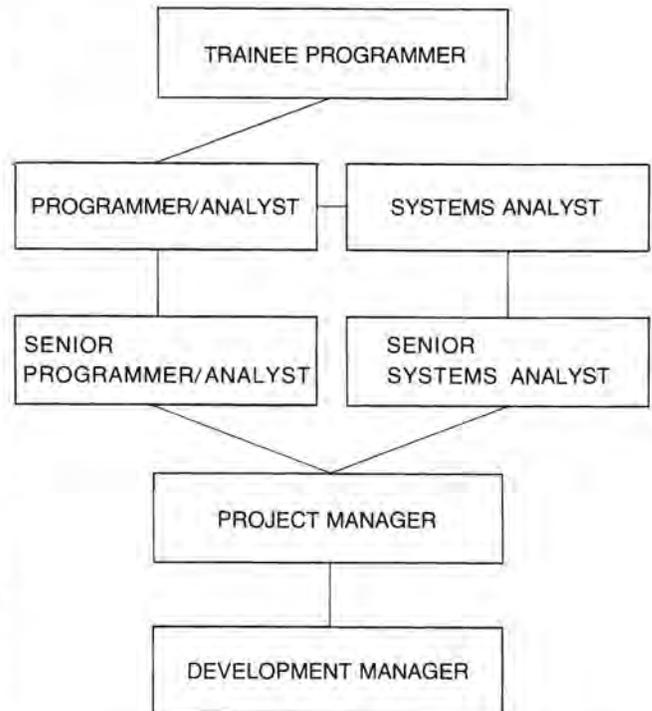
The training program will be two years in length, and a maximum of two trainees will be selected per year.

The entry level job title will be Trainee Programmer. Compensation will be covered by the Salary Administration Plan. Trainees will be headquartered in San Francisco with occasional travel to Western Pacific yard locations as requirements dictate.

The training program will consist of both classroom instruction and on-the-job training with assignments in the data reporting network and entry systems, as well as in the basic computer science skills such as programming and its application to business and transportation systems development.

Upon successful completion of the program, the trainee will be promoted to the position of Programmer within the Management Services Department.

There are several levels to which a Programmer may potentially advance. The following chart shows possible career advancement opportunities for a Programmer on Western Pacific.



If this training program interests you and you think you would like to compete for one of the training positions, simply complete the form at the bottom of this page, mail it to the address shown. We will keep you informed as program details develop.

Cut or tear along this line

TO: Director-Personnel, Western Pacific Railroad Co., 526 Mission Street, San Francisco, CA 94105, ATTN: TPD

Yes, I would like more information on the new program to train Programmers for Western Pacific.

Complete for return label

Printed Name

Address

City

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Signature

Printed Name

Social Security Number

Occupation and Location

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