

WESTERN PACIFIC
Mileposts

SUMMER - 1977



New Rails — On Reno Branch





Reno Branch — Rail Extension

In this our 74th year of serving the West, Western Pacific continues to engage in an aggressive program to improve present operations and to expand services to meet the needs of new customers locating near our railroad. An excellent example of this program to serve new industry was first visible this year when grading began in northwestern Nevada for a new line

extension along WP's Reno Branch. During 1976, the Industrial Development Department at WP, headed by Vice-President A. P. Victors, met with the City of Reno, the State of Nevada, industrial park developers and J. C. Penney Company to coordinate the overall construction plans for a new 600 acre industrial park.



At the general office, Chief Engineer A. W. Carlson heads a meeting with the engineering staff to resolve surveying problems with the construction of the new Lear Reno line extension. Attending the meeting are (l. to r.) Engi-

neer Dick Frager, Engineer-Construction Cliff Gerstner, Chief Engineer Art Carlson, Engineer-Planning and Design L. E. Lelevich, and Engineer Tony Giovanni.



In the drafting room at the San Francisco office, engineers review project plans regarding the Lear Reno track construction. Working at

the drafting table are (l. to r.), Engineer Tony Giovanni, Engineer Dick Frager and Engineer-Planning and Design, L. E. Lelevich.



A daily delivery of material including new pressure treated ties and rail are unloaded at the track assembly area.

Our Cover

WP work train arrives on Reno branch with 30 carloads of ballast ready to unload on the new line extension.

Work train unloads ballast through side doors of the ballast hoppers.

(Mileposts Cover Photos)

Reno Branch Extension



Surveying Engineer Ray Santiago, left, and Field Engineer T. G. Rutherford "stake out" the new right-of-way and set alignment stake for the new track.



Engineer Tony Giovannoni and the surveying team set a "center line" for the new track.

Near the end of 1976 the signal was given for surveyors to 'stake out' a new railroad line extension starting about ten miles north of downtown Reno.

The survey for the new line was based on studies conducted by our engineering department headed by Chief Engineer A. W. Carlson.

The new line would run east from a point near Martin siding (Reno Branch milepost #21.3), for a distance of about three miles, to the center of the new industrial site, Lear Reno.

In January, 1977, with completion of the survey work, WP's track building equipment arrived and grading began on schedule. As the foundation or 'base' of the new line was being bulldozed through the rolling Nevada hills, a new time and cost saving way to build track was in production near the original end of track.

The Operating department, headed by Vice-President R. C. Marquis, developed the idea of pre-fabricated track panels to be installed on new line extensions.

In years past large track gangs would travel for miles each day with their equipment, laying ties and rail as they built the railroad. With the new 'pre-fab' system, a small track gang can build the section of track panels on an "assembly line" at one location. This gang rapidly assembles 36 foot track panels using air powered tools to spike the rails to the ties and tie-plates. The panels are then stacked, and ready to be placed end to end and bolted together. The track gang consists of one foreman, trackmen, and one crane operator. These men can pre-assemble about 24 panels per day, or one panel every 20 minutes. WP's daily Reno branch train provided regular deliveries of the needed parts to keep the "assembly line" in operation.



Foreman Ed Lowe and extra gang 205 man the track panel assembly line with the assistance of air powered tools. These men can assemble 24 panels per day or about one panel every 20 minutes.

WP—MW89 "brownhoist" crane places pre-fab panel on 'the stack' ready to be transported to the railhead.



Reno Branch Extension



The responsibility for planning the day by day construction activities, ie: scheduling of equipment, work trains and rail gangs, was in the very capable hands of veteran Division Engineer Ray Hobbs of Keddie, Ca. Ray has over 35 years service with WP.

With the grading completed and panels in place, extra work trains carefully dumped hopper cars loaded with top grade ballast between the rails. Following final rail aligning, tamping and grooming operations, the new industrial line extension was complete and ready for traffic. On February 16th, the day after the line was declared open, the Reno train delivered eight car loads of building beams to the new siding. There were no bands, banners or speeches when the train arrived and spotted these first revenue loads to be used in the construction of the industrial center.

The WP team that built this new line extension can be proud of a job well done. These engineers and rail gangs have since moved on to other jobs along our lines. Their work at Reno has provided an important 'link' to attract new industry; and THIS industry represents new business, more revenues and more freight cars on the move.

Engineer-Construction Cliff Gerstner inspects stockpile of panels ready for placement at the railhead.



Ballast train awaits instructions for unloading.



At railhead, "joint" ties are placed along the new right-of-way ready for the track panels to be delivered.



Track gangs install new joint bars (left) first using the drilling machine to make new bolt holes in rail and (right) using a bolt tightening machine.



WP work extra train #2001 arrives Martin siding with 30 loads of ballast for the railroad construction at Lear Reno.



Reno Branch Extension



With ballasting operations concluded on main track extension, the track gang is rapidly assembling the new run around track adjacent to the construction of the new J. C. Penney's distribution warehouse.



Roadmaster George Barnes and his crew man "side dump" ballasting operations on the new track.

Division Engineer Ray Hobbs (center) supervises ballast unloading assisted by Roadmaster George Barnes, left, and M. of W. Supervisor Bill Wheeler, far right.



Tie is shown here 'plowing out' ballast during the "center dump" ballasting operations.



Track Foreman directs tamper operator to raise track and tamp ballast to ensure good track surface.

Reno Branch Extension



Following final rail aligning, tamping, and grooming operations, the new industrial line extension is complete and ready for traffic.



The roof trusses are made of laminated wood beams and shipped on 85 ft. flatcars to the construction site.



First commercial loads of building material are delivered to the siding. The materials include roof trusses for construction in the large new warehouse.



Photo shows the two switches from the run-around track that will serve the inside of the new warehouse. Also shown are rows of roof trusses that were unloaded from WP rail cars.

Reno Branch Extension



The completed track extension near the J. C. Penney site is opened and ready to serve the industrial park.



WP's Reno local provides daily early-morning piggyback and carload deliveries to Reno and North Reno industries.



June 1977 aerial photo shows the rapid progress in the construction of the new J. C. Penney's warehouse and distribution center. Note WP's new track extension, lower left hand corner of photo. (Photo credit: Towner Hawkins—Reno, Ne.)



On hand to record the arrival of the ITOFCA one millionth trailer shipped across the USA, via WP train to our Oakland "pig" ramp for unloading —are: (l to r) Vice-President Marketing R. G. Meldahl, WPT President John J. Gray, ITOFCA District Manager Bonnie J. Martinez, and Manager of Intermodal Sales Charles R. McNeal.

1,000,000: A LOCAL MILESTONE

You may have seen an unusual "trophy" moving westward over Western Pacific recently. A special piggyback trailer was vividly painted to signal the one millionth unit handled by ITOFCA, Inc., which is headquartered in Clarendon Hills, Illinois.

ITOFCA is a non-profit shippers' association with nationwide operations through fourteen offices around the country. The membership of the Association covers a broad spectrum of companies which ship freight via piggyback.

ITOFCA got its start 18 years ago as Industrial Trailer on Flat Car Associates when four Chicago firms formed the Association and moved the first two trailers from Chicago to Philadelphia on the former Pennsylvania Railroad.

The Association now represents over 200 large and small companies with over 700 divisions and subsidiaries, and handles in excess of 100,000

trailers annually. Over \$80 million in transportation charges was paid to the nation's railroads in 1976, marking ITOFCA as one of the country's largest piggyback shippers and a strong supporter of rail transportation.

Piggyback service is a very energy efficient means of transportation. It is estimated that the one million trailers shipped by the Association during the past eighteen years have saved 100 million gallons of fuel which would have been used had all the trailers moved over the highways.

ITOFCA's directors are all transportation professionals from the Association's member companies. Within ITOFCA Frank E. Hennig, President, and John C. Allen, Jr., Executive Vice President, manage the operation from the Clarendon Hills headquarters.

The Western Pacific salutes ITOFCA on reaching this milestone and wishes them continued success.



At a recent luncheon in San Jose, NCC Food Corporation Traffic Manager Joe E. Cox (left) presented Western Pacific Railroad a "Key Supplier Award" for services performed in 1976. Accepting the award for WP is Vice President Marketing R. G. Meldahl (center) and San Jose Sales Manager John C. Dullea.

WP Receives "Key Award"

The National Can Corporation of Chicago presented Western Pacific with a "Key Supplier Award" for outstanding service to NCC's divisions and subsidiaries for the year 1976. Only one such award is given to a railroad each year by NCC, a company that is constantly striving to maintain a high level of service to its customers through an efficient distribution program. In a May 1977 letter to Mr. Roger G. Meldahl, Vice - President,

Marketing for WP, Mr. L. M. Hoffman, Vice President - Materials for NCC wrote, "It is our intent in presenting this recognition to provide in some small way a positive expression of appreciation and thanks for a job well-done."

The presentation of the award was made at a luncheon in San Jose on March 30, 1977. The award is currently on display in the second floor reception room at the general office.

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. Please mail your address change direct to **Mileposts**, WP, 526 Mission Street, San

Francisco, Ca. 94105. If you are a WP, SN, TWS, OT, ABL, CCT, or WPT employee and would like to receive **Mileposts** at home, mail your complete address to the above address.



Ronald M. Tofanelli

Appointments



Thor C. Olsen

Marketing

Ronald M. Tofanelli was promoted to General Sales Manager-West with headquarters at San Francisco. Ron is a native of Oakland, CA., and attended Berkeley High School. He continued his education at Contra Costa College, Golden Gate College and Michigan State University at East Lansing, MI. where he majored in traffic and transportation and physical distribution.

In 1955 Ron was hired as a junior clerk in the Accounting department and in 1958 transferred to the Traffic and Passenger departments in San Francisco. In 1962 he transferred to Oakland Sales office as staff assistant and later was promoted to sales representative. Back in San Francisco in 1966 he was appointed Chief of the Rate Bureau and the next year to Asst. Freight Pricing Manager. In 1971 he was appointed Manager Pricing Services and in 1975 advanced to General Manager Pricing Services, until his recent promotion.

His hobbies include furniture building, fishing and water skiing.

Ron resides in Oakland with his wife Linda and sons Mark (18), Michael (15) and the newest family member—Jeffery (5 months).

Thor C. Olsen was promoted to General Manager-Pricing, at San Francisco. Thor started with the WP in April, 1962 in the Foreign Freight Sales Department. In 1964 he became a rate clerk then rate quotation clerk and a year later was promoted to rate analyst. In 1968 he advanced to Chief of the Rate Bureau W-TC. In 1971 was promoted to Assistant Manager-Pricing Services.

Thor was raised in Marshall, Minn. and later attended the University of Minnesota at Minneapolis, receiving a BBA in business administration with a minor in traffic and transportation.

He is a member of the national and local chapter of the I.C.C. Practitioners Assoc. and the Transportation Club of San Francisco.

Thor resides in San Jose with his wife Vera and their three sons: Holger (14), Gummar (11) and Dirk (8).

* * *

John E. Sanftner was promoted to General Manager Market Development with headquarters in San Francisco. John is a native of Swea City, Iowa and went to Swea City High School. He attended Iowa University at Iowa City and received a BA degree in advertising and journalism. He received additional instruction in 1971



John E. Sanftner



Harold F. Hamilton



John A. Friedman

while attending the Harvard School of Business in the Management Development Program.

His first railroad position was in 1961 as Asst. General Agent for the S.P. in Los Angeles and San Francisco. He joined the WP in 1973 as Market Manager, a position he held until his recent promotion.

He is a certified member of the American Society of Traffic & Transportation. His hobbies include skiing and boating.

John lives in San Anselmo with his wife Nancy and their children John David (9) and Margaret (5).

* * *

Harold F. "Bill" Hamilton is promoted to Manager-Pricing Services, West of Trans-Continental at San Francisco. "Bill" is a native of Winnemucca, Ne. where he attended Humboldt High School. He received a BS degree in Business Administration from the University of Nevada at Reno. He has also attended the University of Denver and Golden Gate College, majoring in traffic and transportation.

Bill first went to work for the WP in 1947 as a crew caller and yard clerk at Winnemucca. Later he worked as timekeeper for the rail and signal gangs in the eastern district. He came to work at the general office as a clerk

in February 1951, and has held various positions in the marketing and pricing departments until his present promotion.

Bill enjoys working out of doors in his garden and going hiking. He lives in San Leandro with his wife Ellen. They have three children; Cathleen (23), Patricia (18) and Margaret (11).

* * *

John A. Friedman was recently appointed Sales Manager at Chicago. John was born in Cotter, Arkansas, and attended high school at Glennon High School in Kansas City, Mo. In 1964 he received a B.S. degree in education from Central Missouri State University. He joined WP as Chief Clerk in Kansas City in 1966, then was transferred to Oakland, Ca. in 1968. He was promoted to sales representative in Oakland, and in 1972 took a position as Supervisor, Service Center in San Francisco. In 1973 he was promoted to Los Angeles Sales Manager, and later he transferred to the Bay Area as sales manager.

John enjoys hunting and fishing. He is a former director of the San Francisco Transportation Club and the Railroad Sales Managers Association of San Francisco. He is now living in the Chicago area with his wife Charlene.

Appointments . . .



Porfirio F. Saenz



Norman W. Schlinger



James W. Frels

Porfirio F. "Pete" Saenz was promoted to Asst. Manager-Commerce, Divisions, Accessorial Services; in the Pricing department, San Francisco. "Pete" was born and raised in Merced, California where he attended Merced High School. He has also attended Golden Gate University in San Francisco majoring in Traffic Management.

His first job for the WP was in 1947 as a clerk in the Auditor of Revenues department, in San Francisco. In 1956 he transferred to the Pricing department (then called the traffic department) where he has held various positions, including Rate Quotations Clerk, Rate Analyst and chief of the Rate Bureau.

"Pete" served time with the U.S. Army Air Force during WW II, and was stationed in England. As a Tech. Sergeant, he flew 34 combat missions and received the distinguished flying cross. Pete lives with his wife Carmen in San Jose. They have a son Robert (29) and daughter Cathrine Ann (23).

* * *

Norman W. Schlinger was recently appointed Market Analyst. He attended high school in Pasadena, Ca.,

and received a B.S. degree in applied economics and marketing from University of California at Berkeley in 1975. His first position at Western Pacific was as analyst in the department of economics and cost analysis in 1976.

Before joining Western Pacific, Norman was the director of promotion for Chandelle West, Inc. at Irvine, Ca. Norman enjoys skiing and hang gliding, and makes his home in Palo Alto.

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James W. Frels has been promoted to Assistant Manager, Pricing Services-Transcontinental in San Francisco.

Jim was born in Ft. Madison, Iowa, where he attended high school. In 1969 he graduated from Golden Gate University in San Francisco with a B.S. in transportation.

Before accepting his new post, Jim first served WP as Chief of the Rate Bureau, a job he began in 1975.

Jim was in the Army as a Sergeant serving in Germany for two years. He now lives in Sunnyvale and enjoys all sports, reading and traveling.

Appointments . . .



Walter D. Lindquist



Charles W. Cogar, Jr.



Leo F. Battaglia

MILEPOSTS welcomes Walter D. Lindquist, a native San Franciscan who was recently appointed Assistant Manager Pricing Services West of Trans-Continental.

Walter graduated from Abraham Lincoln High School in San Francisco in 1966, attended City College, and obtained a B.S. degree in transportation from Golden Gate University in 1975.

He now lives in Walnut Creek with his wife, Gina, and two children, Karen, 3, and David, 8 months. Walter is a member of the Transportation Club of San Francisco, Delta Nu Alpha, chapter 48, and the San Francisco Traffic Club. His hobbies include hiking and fishing.

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MILEPOSTS welcomes Charles W. Cogar, Jr., who was recently appointed as a Pricing Staff Assistant, Intermodal International. Charles worked for Pasha Truckaway as Assistant Terminal Manager in Richmond, Ca., then for Tnt, Inc. as Terminal Manager in Oakland from 1973 to 1977.

He studied transportation at Golden Gate University in San Francisco, and now makes his home in Oakland, where his hobbies include music, art, sailing, and backpacking.

Freight Claims

MILEPOSTS welcomes Leo F. Battaglia, who has been appointed Director Quality Control and Freight Claims. Leo received a B.A. degree from Manhattan College in the Bronx, New York, and received a degree in law from Fordham University Law School.

He served first as an attorney, then as Assistant General Attorney with New York Central RR, and then as Director of Freight Claims. He joined Penn Central in 1968 as Director of Freight Claims Prevention and prior to his new post at WP, worked at Conrail as Director, Damage Prevention and Claims Administration.

Leo served in the Army as a Corporal and was decorated with the Distinguished Service Medal. He lives with his wife, Jacqueline, and a daughter, Elizabeth Ann, age 13.

Appointments . . .



Kline A. Wilson, Jr.



Albert C. Evans



Robert P. McCarthy

Finance

MILEPOSTS welcomes Kline A. Wilson, Jr. who was recently appointed Assistant Treasurer at the general office. A native of San Francisco, Kline attended George Washington High School and later earned a BA degree from the University of Southern California at Los Angeles and received his MBA in Finance from Harvard Business School.

Prior to joining WP, Kline was Credit Analyst for United Calif. Bank, Manager of Business Development with Economic Resources Corporation of Los Angeles, and Assistant Secretary with Chemical Bank of New York. He is active with the Boy Scouts, Jr. Chamber of Commerce and a member of Alpha Kappa Psi. His hobbies include traveling, reading and handball. Kline lives in San Francisco with his wife Enevia and their two year old daughter Arlene.

Operating

Albert C. Evans was promoted to Trainmaster at Salt Lake City. Born in Omaha, Nebraska, he attended Stockton High School and the College of Commerce at Stockton, Ca.

Al began his career with Western Pacific in 1938 when he went to work as a crew caller at Keddie, Ca. From 1939 until 1952 he held numerous cler-

ical jobs with WP, and in 1953 he took a position as Travel Accountant in San Francisco. From 1953 until 1972 he worked as a travel inspector, Assistant Manager of Car Controls, General Transportation Supervisor, and Transportation Supervisor.

He now makes his home in Salt Lake City and lives with his wife Dolores. They have six grown children.

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Robert P. McCarthy was promoted to Trainmaster and Road Foreman of Engineers at Oroville, Ca. After working for Bessemer & Lake Erie RR as a locomotive engineer, he began his career with WP as a switchman and yardmaster at Sacramento in October of 1954. In 1964 he was promoted to Sacramento Northern as a Trainmaster and Road Foreman of Engineers, then in 1969 he transferred to WP as a Trainmaster.

Robert served in the Navy from 1943 to 1946 and was decorated in the South Pacific, receiving the Victory, American Campaign and Asiatic Pacific Medals. He now lives in Quincy, Ca., with his wife LaRue. He has three grown children: John, 29, Tom, 27, and Linda, 24. Robert is a member of the Elks Club and has been an assistant clubmaster for the local Boy Scouts since 1957.

Appointments . . .



Gerald M. Christ



Gary V. Hunter



W. F. Schober

Gerald M. Christ was promoted to Division Trainmaster at Elko. A native Canadian, Gerald attended the University of Saskatchewan in 1959 where he studied philosophy, and for several years played professional hockey in Canada and the U.S.

He joined Western Pacific in 1967 as a clerk in Sacramento and served as a brakeman, then a conductor and yardmaster. In July of 1974 he was promoted to Trainmaster with the Sacramento Northern, and from October 1975 to April 1977 served as Terminal Trainmaster in Oakland.

He now lives in Elko, Nevada with his wife, Ginny, and two children, Michelle, 10, and Gregory, 6.

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MILEPOSTS welcomes Gary V. Hunter who was recently appointed Trainmaster at Oakland. Gary attended Skyline High School in Oakland, and graduated from San Francisco State University with a B.A. degree in 1976, majoring in business and minoring in transportation.

Gary was an outstanding athlete in high school, winning the "Outstanding Wrestler Award" and the "Most Inspirational Wrestler Award" at Skyline in 1972. He was also Vice-President of the Block "S" Club. Gary

likes all sports and enjoys fishing, hunting, and travel.

Western Division

The following appointments were recently announced by division superintendent C. G. Yund:

W. F. Schober appointed Chief Train Dispatcher, Sacramento.

R. L. Nunes promoted to Track Supervisor, Keddie.

Eastern Division

The following appointments were recently announced by division superintendent J. C. Lusar:

R. C. Emery, is promoted to Roadmaster, Salt Lake City.

E. W. Ragsdale, is promoted to Assistant Roadmaster, Elko.

J. L. Day, is appointed Track Supervisor, Gerlach.

Transportation

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

G. R. Hanson is appointed Transportation Budget Analyst, San Francisco.

Las Plumas Rescue "Esther"



The railroad ferry Las Plumas rescued a German Shepherd from the San Francisco Bay on June 20. The 375-foot-long Las Plumas has provided reliable daily service from Oakland to San Francisco since 1957. (Photo: P. G.)

On the morning of June 20, 1977, veteran shipmaster and pilot Captain Leo J. Leoni was making his usual morning run on the San Francisco Bay. Leoni was piloting Western Pacific's ferry Las Plumas, loaded with railroad cars and headed from the Oakland pier to the 25th St. yard in San Francisco.

First Mate Edgar Pedersen was

standing on the bridge when Capt. Leoni saw something out of the ordinary in the choppy bay waters. It was a tiny speck afloat in the distance, apparently alive. The Las Plumas was positioned about one mile from the bay bridge and over a mile from the S.F. shore. Realizing that something alive and bobbing in the middle of the bay was undoubtedly in trouble, Leoni,



Pictured 'on the bridge' is Captain Leo J. Leoni, a seaman of over fifty years' experience, who pilots the Las Plumas, and first spotted "Esther" bobbing in the waters of the bay. (Photo: P. G.)

a seaman of over one half century experience, turned the railroad ferry and piloted to the object.

It was then that Leoni recognized the "thing" as a dog, apparently swimming to Oakland, at least one mile from any land. Pedersen and a deck hand lowered a lifeboat over the starboard side and made their way to the dog. Seeing the ferry boat close by, the animal panicked, turned and swam away from Pedersen and around the prow of the Las Plumas. The lifeboat turned around also, and Pedersen and the deckhand met the dog on the opposite side of the ferry, grabbed it by its front paws, and hauled the shivering canine into the lifeboat.

"She was awfully glad to see us," said the first mate, "but she was also awfully wet and tired. She just crawled underneath a seat and sacked out."



Undoubtedly happy to be on dry land, the rescued female German Shepherd relaxes in her cage at the SPCA animal shelter. (Photo: S.F. Chronicle.)



“Esther” Rescue

First Mate Edger Pedersen, along with a deckhand, lowered this lifeboat into the water in order to rescue the exhausted dog. (Photo: P. G.)

Once back on the *Las Plumas* the dog was wrapped in a warm blanket. Upon reaching the San Francisco side, Pedersen—a dog lover himself—called the SPCA and drove the female German Shepherd to the shelter, then called the newspapers with the unusual story.

The dog had no identification tags and was put up for adoption and at the time of an article printed in the June 21st *San Francisco Chronicle*, no one had claimed her. Also, at this time—because of her swim—she was known as “Esther Williams.” By the next day, twenty-five people had called in wanting to adopt the new celebrity. Due to the demand, the SPCA held a raffle to determine who the new owner would be and credited the rescue to Western Pacific.

The raffle winner was Madelyn Samarzes, a business representative for the Teamsters, local 690, who lives on Mt. Davidson.

Mrs. Samarzes says: “While ‘Esther’ is very relaxed in her new home, she is still afraid of strangers,” and according to her roommate, Peggy Woods, “the dog’s tail hasn’t stopped wagging since its been in the house.”



Mrs. Madelyn Samarzes was the lucky one out of twenty-five hopefuls who won the right to adopt the dog at the SPCA raffle. (Photo: S.F. Chronicle.)

They Have Retired

Anthony A. Bettencourt, clerk, Stockton, 31 years, 2 months.

Harold L. Callahan, B&B foreman, Elko, 10 years, 9 months.

Dale H. Coe, machinist, Elko, 29 years, 4 months.

Robert D. Cowger, Central California Traction Co., Roadforeman of Engines, Stockton, 24 years, 2 months.

Emmett E. Cronin, locomotive engineer, Portola, 40 years, 1 month.

Kenneth H. Crouse, yardmaster, Oakland, 22 years, 9 months.

Frank U. Gilliam, locomotive engineer, Stockton, 40 years.

Melvin E. Graham, Manager Accident Prevention, Portola, 42 years, 10 months.

George Holferty, conductor, Salt Lake City, 21 years, 5 months.

S. W. Johnson, B&B carpenter, Portola, 20 years.

Lewis E. Maciel, carman, Sacramento, 41 years, 9 months.

Audrey H. Mathes, secretary, San Francisco, 18 years, 10 months.

Glen M. Metzdorf, Superintendent S.N. Ry. & TWS, Sacramento, 40 years.

Carl Nelson, brakeman, Portola, 33 years, 7 months.

Edward R. O'Reilly, brakeman, San Francisco, 6 years, 5 months.

Vasilija Petreicevich, water maintainer, Oakland, 13 years.

Arthur J. Pimm, sheet metal worker, Stockton, 12 years.

Carl L. Rowe, chief dispatcher, Sacramento, 30 years, 3 months.

Gabrielle T. Schlemminger, clerk, San Francisco, 14 years, 5 months.

Clayton E. Shoemaker, brakeman, Oroville, 13 years, 9 months.

Schirley H. Smith, head file clerk, San Francisco, 29 years, 6 months.

Andy P. Springer, machinist, Sacramento, 25 years, 6 months.

Daniel A. Tatomer, conductor, Elko, 34 years, 2 months.

Melvin N. Thayne, Sacramento Northern Ry. locomotive engineer, 13 years, 3 months.

Patrick Trujillo, car inspector, Stockton, 16 years, 9 months.

HARD-FISTED FACT:



**HARD
HATS
ARE
HARDER
THAN
HEADS!**

Rosen

Service Awards

San Francisco



Corporate Secretary W. D. Brew (center) receives his 35 year service award and congratulations from President R. G. Flannery (left) and Vice-President Finance R. W. Stumbo, at the San Francisco general office.

Manager-Pricing Services West of T.C., H. F. "Bill" Hamilton with 30 years service (l-center) and General Manager-Pricing Thor C. Olsen with 15 years service (r-center) receive their service awards and congratulations from Vice-President Marketing R. G. Meldahl (left) and Asst. V.P. Marketing Development & Pricing G. M. Ostrow.



Clerk Walter H. Harper with 40 years service (l-center) and Clerk Don J. Stevens with 25 years service (r-center) each receive their service awards and congratulations from Vice-President Marketing R. G. Meldahl (left) and General Manager-Pricing Thor C. Olsen.



Manager - Budgets & Administration H. A. O'Rullian (from the left), Office Manager-Rules & Safety R. F. Brew, General Supervisor Car Utilization H. E. Baldwin, and Operating Dept. Office Manager S. E. McVean, Sr. all receive

their service awards and congratulations from Vice-President Operation R. C. Marquis (right) in San Francisco. All four of these men received their 35 year service awards . . . totaling 140 years with WP.

Welcome Ben Knowles...

MILEPOSTS welcomes Veteran employee Ben J. Knowles on his recent transfer to the general office as security guard. Ben has been with WP for 34 years. For his first 21 years Ben was a waiter in WP's dining car department on trains named "The Royal Gorge," "The Exposition Flyer" and the prestigious "California Zephyr." When the Zephyr was discontinued in March, 1970, Ben took a position as security guard at the Oakland yard until his transfer last spring to San Francisco and began providing needed security for the general office.

Ben, who is always cheerful and helpful is ever intent on serving our employees and the visiting public.

He is a trustee and choir member at Oakland's Mt. Carmel Baptist Church and makes his home in Oakland with his lovely wife Willie Bea.



Ben J. Knowles

Savings Bond Campaign—'77



Arriving Oroville, Ca., and donned with new shields for the U.S. Savings Bond Drive, locomotives 19 & 1776 head east on WP container train 'TOF' for Salt Lake City. (H. Brueckman photo.)

Western Pacific's 1977 Savings Bond Drive got underway as scheduled on June 6, with the colorful WP locomotives #1776 and #1976 as symbols.

Still proudly dressed in red, white, and blue, as expertly painted by Leonard W. Bond for our Bicentennial, each locomotive donned a new shield, a symbol for the Savings Bond Drive, also painted by Leonard.

Mr. Bond, a WP employee since 1937, began in the Sacramento shops as an apprentice painter and worked there until two years ago when he went to the Stockton shops. He still lives in Sacramento with Mrs. Bond.

Leonard can well be proud of the part he had in helping along the 1977 drive, which registered an increase in the number of WP employees buying U.S. Savings Bonds.

"The Spirit," as the locomotives have come to be called, will be seen on the tracks throughout the year.



In 1977 our two colorful locomotives received a new shield.

Departing Stockton, Locomotive Engineer Jim Hendrix would run the first trip west with 1976 and 1776 carrying the newly painted shields, for the '77 campaign.



WP's famous painter at the Stockton Shops—Leonard W. Bond.



Enroute to Oakland, extra west 1976 made one stop at Fremont to switch out some 'hot' cars for delivery by the Fremont Local. On this day the Fremont Local was in the siding ready to pick up the cars and make the customer delivery. Part of the crew on hand were: (l to r) Brakeman Clyde M. Berg, Conductor Russ Cassidy, Brakeman Doug L. Rauch, Fremont Local's Engineer Mario Ragusa, Sr., Locomotive Engineer Jim W. Hendrix and Trainmaster Frank D. Webb. **NOTE:** In years of service, Locomotive Engineer Mario Ragusa, Sr. is #1 Engineer in Eastern & Western Divisions and is senior Western Pacific employee for the entire Company. On August 5, 1977, Mario, Sr., completed 52 years service on WP. He makes his home in Union City, Ca.



19 & 1776 traveling eastbound through the Feather River Canyon pass through the mile circle called Williams Loop. Photo on left shows the train emerging from tunnel 34 (milepost 283.77) at the start of the loop. And, left side photo shows that if the train was just two cars longer it would have crossed over itself for our photographer. Sorry bout that! (H. Brueckman photos.)



Our 1977 Picnics—in California...

PICNICS, PART ONE—'GRAEAGLE'

Once again this year's 4th Annual Western Pacific Employee's golf tournament was held at the Graeagle Golf and Country Club while the picnic was held at the historic Feather River Inn (now the Feather River Prep. School). An estimated four to five hundred employees, former employees, and their families attended the festivities on May 28th.

The weather co-operated beautifully as some 140 golfers began the day's activities at 8:15 A.M. The golfers got off to a shotgun start, meaning all foursomes were able to start at once, at different holes, allowing them to finish at the same time. Picnickers began arriving at the Feather River Prep. School at 11:00 A.M. in anticipation of the catered food and refreshments. By noon the golfers at Graeagle had finished and joined the crowd and the event was in full swing.

Along with the delicious food and perfect weather, WP employees, their friends and families could enjoy swimming, horseshoes, and volleyball against the scenic background of the Feather River Canyon.

The picnic was again a tremendous success and many thanks go to all who made it such a memorable day. A very special thank-you goes to the Feather River Prep. School for allowing the use of their beautiful facilities. Many WP employees will remember staying there when it was the Feather River Inn, a popular resort for many years, just a half-mile from the WP tracks. Also, a special thanks goes to Mr. J. H. Brown, Director of Rules and Safety, and his assistants in planning the golf tourney and picnic; R. H. Hobbs, Division Enigneer; Ted Shepherd, Asst. M.M.; Wm. Giroux, Division Trainmaster, and Ray Marshall, Car Foreman.



Graeagle Picnic '77



Graeagle Picnic '77



Graeagle Picnic '77



It was a Saturday to remember on May 28th, when Western Pacific held its 4th Annual Golf Tournament and Picnic. This year's golf tournament was held at Graeagle Golf and Country Club, and the picnic took place at the beautiful Feather River Inn (now the Feather River Prep. School). Pictured on the following pages are just a few of the estimated four to five hundred happy participants in this year's festivities.



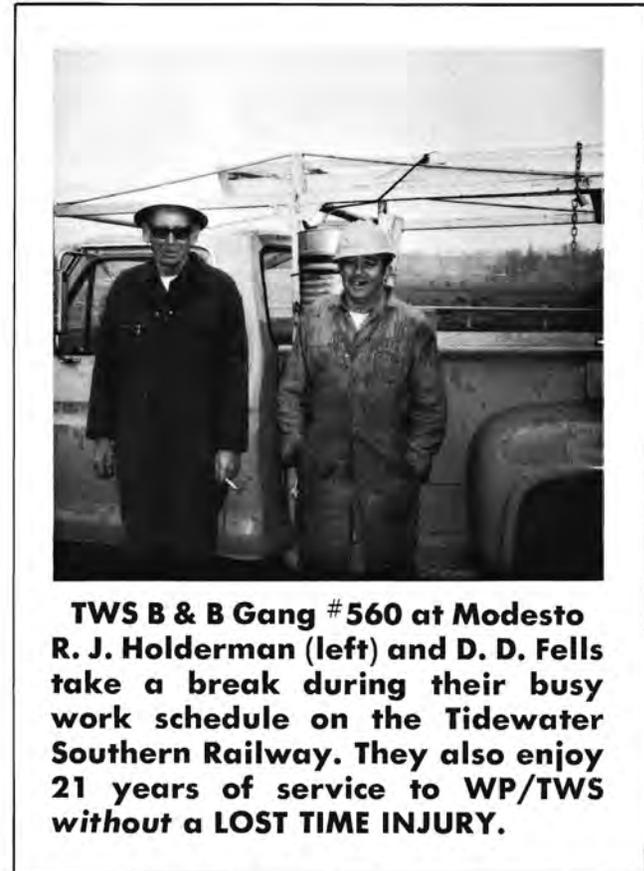
Graeagle Picnic '77



Graeagle Picnic '77



WP safety program



TWS B & B Gang #560 at Modesto R. J. Holderman (left) and D. D. Fells take a break during their busy work schedule on the Tidewater Southern Railway. They also enjoy 21 years of service to WP/TWS without a LOST TIME INJURY.

This is another in a continuing series of 'personalized' safety posters distributed system wide featuring Western Pacific employees with excellent safety records, photographed at their jobs. Jim Brown, director of rules and safety developed this pro-

gram to demonstrate a SAFE way to perform our work and enjoy *NO* 'lost time' injuries. The posters are displayed at many 'on line' terminals to remind all of us to always THINK ABOUT SAFETY.

Royal Hudson Visit



Leaving Stockton, California on the Santa Fe Ry (March 28, '77). British Columbia's Royal Hudson train crosses Western Pacific main-

line heading south for a fast run to Fresno and on to Los Angeles during the three state 3,000 mile tour of the USA.

British Columbia's Royal Hudson Jubilee Display Train departed Vancouver, B.C. on March 19, 1977 to begin a nearly month-long tour via the Burlington Northern, Southern Pacific, and Santa Fe lines to Los Angeles and back again. The 3,000-mile promotional tour included stops at 15 cities throughout Washington, Oregon and California.

The event was sponsored by the Ministry of Travel Industry to promote tourism to British Columbia and to commemorate the Silver Jubilee of Her Majesty, Queen Elizabeth II.

Many WP employees viewed the magnificent train as it made its way through the Bay Area. The Royal Hudson engine #2860 pulled into Oakland the morning of March 23, was watered for its trip around the bay to San Francisco, and headed to Newark. There it crossed the Dumbarton Drawbridge to Redwood City for the short run up the Peninsula to San Francisco.

The train crossed WP tracks at the Army St. overpass (see centerfold photo), then made its way to the waterfront at the San Francisco Maritime Museum. The Royal Hudson was on display there until March 27th.

During its four day stay, thousands toured the display cars, which carried wax reproductions of the Royal Family, plus outstanding reproductions of the Crown Jewels. Two museum cars contained artifacts from British Columbia, another of the cars displayed photographs of British Columbia's heritage, including its rich history in both logging and railroads. Inside the train, courteous guides were on hand to answer questions and offer brochures, while outside men, women, and children gathered around the gleaming, black and maroon engine which, even as it sat at rest, looked awesomely powerful.

The morning of March 27th, the Royal Hudson continued its journey southward to Los Angeles, making

display stops at San Jose, Fresno and Bakersfield. Then it retraced its course northward, arriving in Sacramento on April 6th, where it received another enthusiastic welcome.

Engine #2860, formerly of the Canadian Pacific Railways, pulled an auxiliary tender (carrying 14,000 gallons of water and 4,000 gallons of PS-300 heavy fuel oil for added range), power car (steam & electric), baggage tool car, theatre car, two exhibit cars, lounge car and business car.

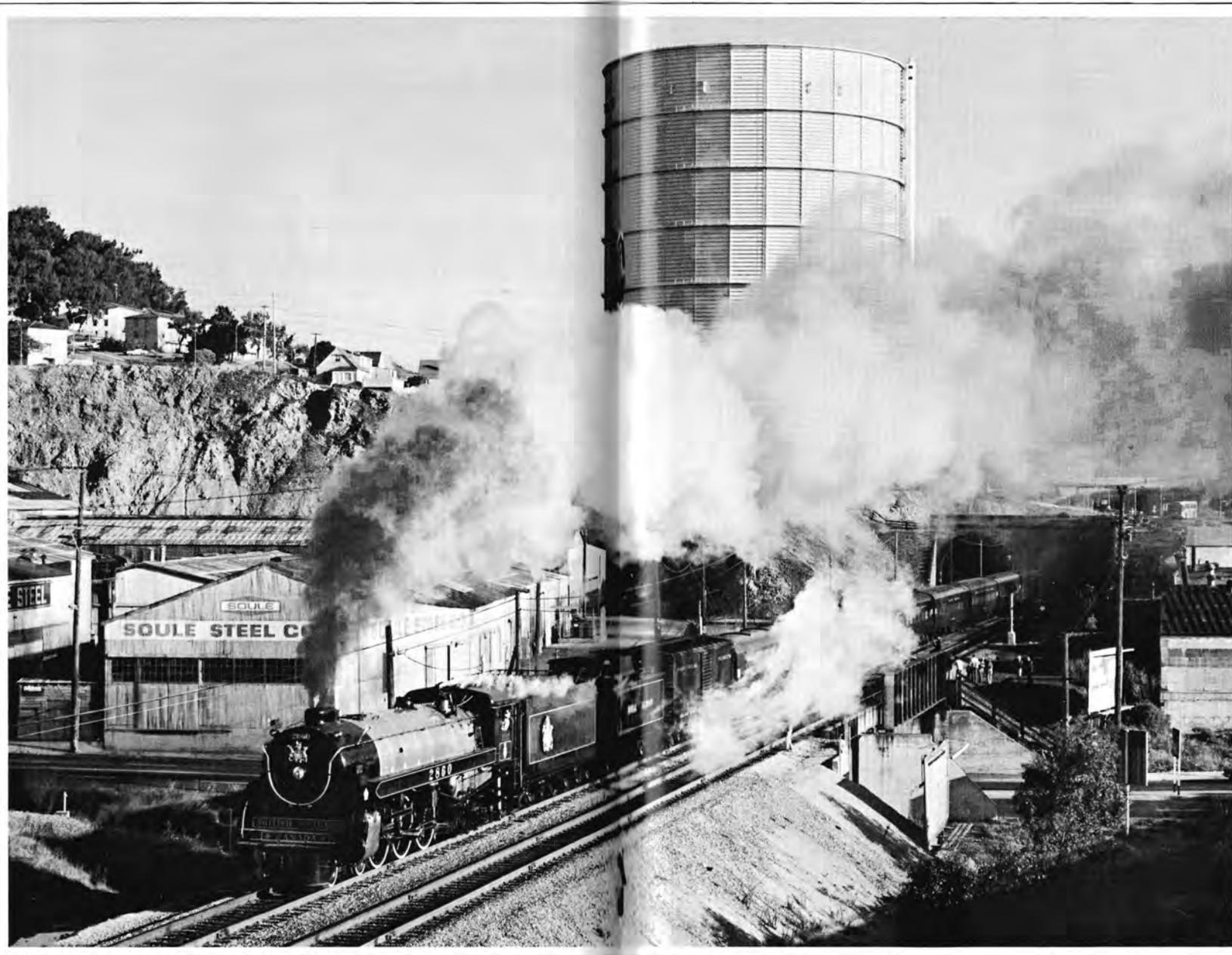
The Royal Hudson (#2860) is used in regular summer excursion service on the British Columbia Railway. Making a daily 80 mile roundtrip be-

tween North Vancouver and Squamish, B.C., the steam powered train travels through one of the most scenic areas of western Canada.



Western Pacific was well represented for the arrival of the "Royal Hudson" #2860 at the AT&SF depot in Stockton enroute from Oakland to Fresno. Standing in front of steamer #2860 are Brakeman Chris Skow, Locomo-

tive Engineer Norman Holmes, Brakeman Bill Magazin and Locomotive Engineer Bob (soon to be married) Larson. Note: See story on Bob in Portola Caboosing section.



"The Royal Hudson" #2860

Photo Album (No. 10)

7:44 a.m., March 27, 1977: British Columbia's Royal Hudson Jubilee Display Train powered by locomotive #2860 (4-6-4) leaves San Francisco on a bright, sunny Sunday morning headed for San Jose—under a full head of

steam. Photographed just south of SP tunnel #2, doing better than 50 miles per hour, #2860 steams over the Western Pacific Railroad Army street underpass. The special train is following the 'peninsula commute' route via

Burlingame and Palo Alto to San Jose—the next stop—on a 3,000 mile west coast promotional tour. (Photo: Henry Brueckman.)

Editor: Paul Gordenev

PICNICS, PART TWO—'VALLEY'

The 2nd Annual Valley Western Pacific Golf Tournament was held June 28th at the Elkhorn Country Club. The Employee's Picnic was held that same day at Micke Grove Park and Zoo, Lodi, Ca.

The golf tournament got underway bright and early at 6:00 A.M., and lasted until 1:00 that afternoon. The refreshments began at 12:30 at Micke Grove Park in Lodi, with its wide open spaces and excellent zoo.

The hallmark of this year's picnic was participation, with over five hundred WP employees, former employees and family members in attendance. There was catered food and refreshment aplenty, and thanks to the hard work of Ken and Donna Maybury, there were many activities planned to fill the beautiful Saturday afternoon. Ken and Donna set up an egg toss game for pre-schoolers and adults, sack races for the 8-11 and the 12-15 age groups, and a contest to guess how many jellybeans there were in a jar. The Mayburys also arranged for the door prizes, provided by the generosity of local merchants. Music was supplied by Mudsville's Finest, a local country rock band.

It was a good old-fashioned picnic enjoyed by young and old alike, and a special thanks goes to San Joaquin County for the use of beautiful Micke Grove Park and Zoo, and to the committee to organize this year's festivities, J. H. Brown, Director of Rules and Safety, and R. F. Hobbs, Division Engineer.



The following is a list of the winners in the various contests held at the 2nd Annual Valley Western Pacific Picnic. Egg toss, adults: first place, Carole Hyllen and Ray Leal; second place, Ronnie Tatton and Terry Tatton; third place, Nancy and Reed Frederibsen.

Egg toss, pre-school: first place, Lisa Maybury and Jim Tatton; second place, Julie McCarthy and David Gilford; third place, Tonya Peck and Shawna McCarthy.

Sack race, 8-11: first place, Michael Jardin and Greg Tatton; second place, Regina Peck and Julie McCauley.

Sack race, 12-15: first place, Scott Lubasand and Steve Fisher; second place, Teresa McCauley and Julie Raifaisen.

Jellybean Contest: first place, Scott Luba (400); second place, Steve Fisher (401).

There were games for young and old, plenty of food and refreshments, lots of sunshine and good company at the 2nd Annual Valley Western Pacific Golf Tournament and Picnic. The golf tournament was played at the Elkhorn Country Club, and the picnic was at spacious Micke Grove Park and Zoo at Lodi, California. It was a great day to celebrate as the following pictures will show.

Valley Picnic '77



Many thanks to the following Stockton and Lodi businesses who donated prizes for WP picnic:

- Jewell Box of Lodi (\$25 gift certificate)
- Pure Sausage and Meat of Lodi (picnic ham)
- John's Back Bay of Lodi (two lunches)
- Kunos Flower Shop of Lodi (plant, \$10 value)
- Rogers Jewelry Store in Stockton (jewelry cleaning machine)
- Rare Steer of Stockton (two dinners)
- Toggery Clothes of Lodi (\$5.00 gift certificate)
- Babka Distributing Co. of Stockton (two cases of beer)
- Pet Circus of Lodi (\$5.00 gift certificate)
- Sir Gauvan's of Stockton (Man and ladie's hair styler)
- Burtons Shoes of Lodi (two \$10.00 gift certificates)
- House of Gifts, Stockton (five posters)
- Tokay Bowl of Lodi (two free games)
- Howard's Delicatessen and Catering (\$10.00)
- California Growers and Cannerns (case of canned goods)
- Michelobe and Budweiser (case of beer)



Valley Picnic '77



Valley Picnic '77



Picture Postcard



Western Pacific Railroad's two Bicentennial GP-40 locomotives No. 1776 and No. 1976 (ex 3540 & 3541), meet on the famous Keddie

Wye bridge at Keddie, California in the Feather River Canyon on May 18, 1976.

This famous photograph by photographer Henry Brueckman has been re-produced in *full color* on 5½" by 8¾" size postal cards and is available from Century Graphics of Vallejo, California.

These beautiful color cards must be ordered in groups of *four* for \$1.25. Price includes cards, return postage, handling and state tax. This offer will

expire on January 31, 1978. All orders must be addressed to:

Century Graphics
P.O. Box 4445
Vallejo, Ca. 94590

Note: There is no limit to the quantity of your order but all orders must be in a multiple of four, i.e. 4, 8, 16, 20, 44, 88, etc.

Your Life Style Could Be Killing You

Medicine can be and is proud of its many recent advances. Unfortunately, much remains to be done to improve the health and life expectancy of Americans. A review of the major causes of death in the United States indicates that any significant reduc-

tion in our death rate will require each of us to change our "way of life." It's what you do, hour by hour, day by day, that largely determines the state of your health; whether you get sick, what you get sick with, and perhaps when you die.

An improvement in our health with reduction in premature death and disability will not come with the introduction of a "magic pill" but by a change in our "life style" and behavior. We will need to change our eating habits with a reduction in intake of saturated fats, calories and alcohol. We will have to eliminate the use of cigarettes as a means of satisfying our oral need. Leg locomotion will have to substitute our vehicle transportation. We will have to insist that our legislators eliminate the individual who drinks and drives and who speed, from our highways.

Change in "life styles" will not be easy. Alcohol is gaining acceptance. It is our number two killer. It causes or contributes to such illnesses as acute and chronic intoxication, toxic psychosis, gastritis, pancreatitis, cardiomyopathy, peripheral neuropathy, accidents at home and work, suicides, injuries due to assault, and cancers of the liver and gastro-intestinal tract.

Alcohol is the primary cause of cirrhosis. A comparative study between countries indicated that the death rate for cirrhosis increased with alcohol consumption. The death rate from cirrhosis was low in this country during prohibition. Since repeal of the prohibition, there has been a sustained rise in the death rate.

Cardiovascular disease remains our number one killer. We now know that each of us can be evaluated as to his risk in developing this disease. The three most significant risk factors are high serum cholesterol level, hypertension and smoking. Obesity and lack of physical exercise are secondary hazards.

Cholesterol is a fat which can be found in our blood. Each individual has an amount within his blood. If

this is elevated, there is an increased risk in developing cardiovascular disease. A reduction is often possible by diet. About ninety percent of the dietary fat in food is found in three food groups. These are the red meats and meat products, the dairy products and eggs, and the fat and oil used in food preparation. A reduction in these foods is indicated if there is an elevation in the cholesterol.

1. Reduce the amount and frequency of consumption of meals containing beef, pork, and lamb.

2. Select lean cuts of meat. Avoid choice and prime cuts.

3. Use more poultry and fish.

4. Avoid sausage, bacon, cold cuts and frankfurters.

5. Reduce the amount and frequency of consumption of cream, whole milk, butter, ice cream and cheese.

The problems of obesity, smoking and hypertension have been repeatedly stressed to railroad employees during the routine examination. We must continue to do this. We must also seek other methods which may help us reach those who need it. In this regard, a risk factor analysis is being performed for some railroad employees by the St. Louis County Board of Health. We hope that this will bring more awareness to our employees of their medical risk factors and hopefully will cause them to make a determined effort in conjunction with their personal physician to eliminate the risk.

The most important factor in preventive medicine is YOU! If you want better health and a longer life expectancy, you may well have to change your "life style."

—Dr. Howard J. Meyer
Chief Surgeon

Duluth, Missable & Iron Range Ry.

Railroad Retirement Information

What Employees Should Check on Form BA-6

① Name

② Social Security Number

③ Total Service and Compensation Under Railroad Retirement Act. 1937-1976.

④ Service and Compensation Credited Under Railroad Retirement Act in 1976

RETIREMENT CREDIT YEAR FILE	12	15,300.00
THIS SERVICE CREDIT	456	193,950.00
PRE-1936	24	29,400.00
PRE-1937	480	223,350.00

Statements of Service Issued by Retirement Board

The U.S. Railroad Retirement Board recently completed the preparation of the employees' Certificates of Service Months and Compensation, Form BA-6, which are distributed every year to the great majority of railroad employees. These annual statements are important because they provide an employee with a record of his or her service months and creditable compensation in 1976, as well as cumulative railroad retirement credits after 1936. The statements are also used by employees when they apply for certain benefits with the Board.

Some 625,000 BA-6 forms will be distributed. Most employees will receive them directly from the Board by mail before June 1 although some BA-6 forms will be distributed through employers. These forms are issued primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1977, on the basis of their 1976 employment. Employees who worked in 1976, but did not have sufficient earnings to qualify for unemployment and sickness benefits, will also be sent a BA-6 form if they had service in each month in 1976 or if

Railroad Retirement Information

they worked for a local lodge or division of a national railway labor organization. Any employee who worked for a railroad in 1976 who does not receive a form by June 15 can write to the Board and request one.

Each employee should check to see whether his own record of service and creditable compensation agrees with the Board's figures shown on the Form BA-6. The important figures that should be checked are indicated on the illustration of the form. In checking the 1976 compensation total, employees should be aware that only earnings up to \$1,275 per month were creditable for railroad retirement in that year. Therefore, the maximum amount of creditable compensation that can be shown on the form for 1976 is \$15,300. If there is a name difference, the employee should keep in mind that the form contains only the first ten letters of the last name.

All letters reporting differences in a BA-6 form should be addressed to the DIRECTOR OF DATA PROCESSING AND ACCOUNTS, U.S. RAILROAD RETIREMENT BOARD, 844 RUSH STREET, CHICAGO, ILLINOIS 60611. The employee should include his social security account number in the letter as well as mentioning the error, otherwise no action can be taken by the Board.

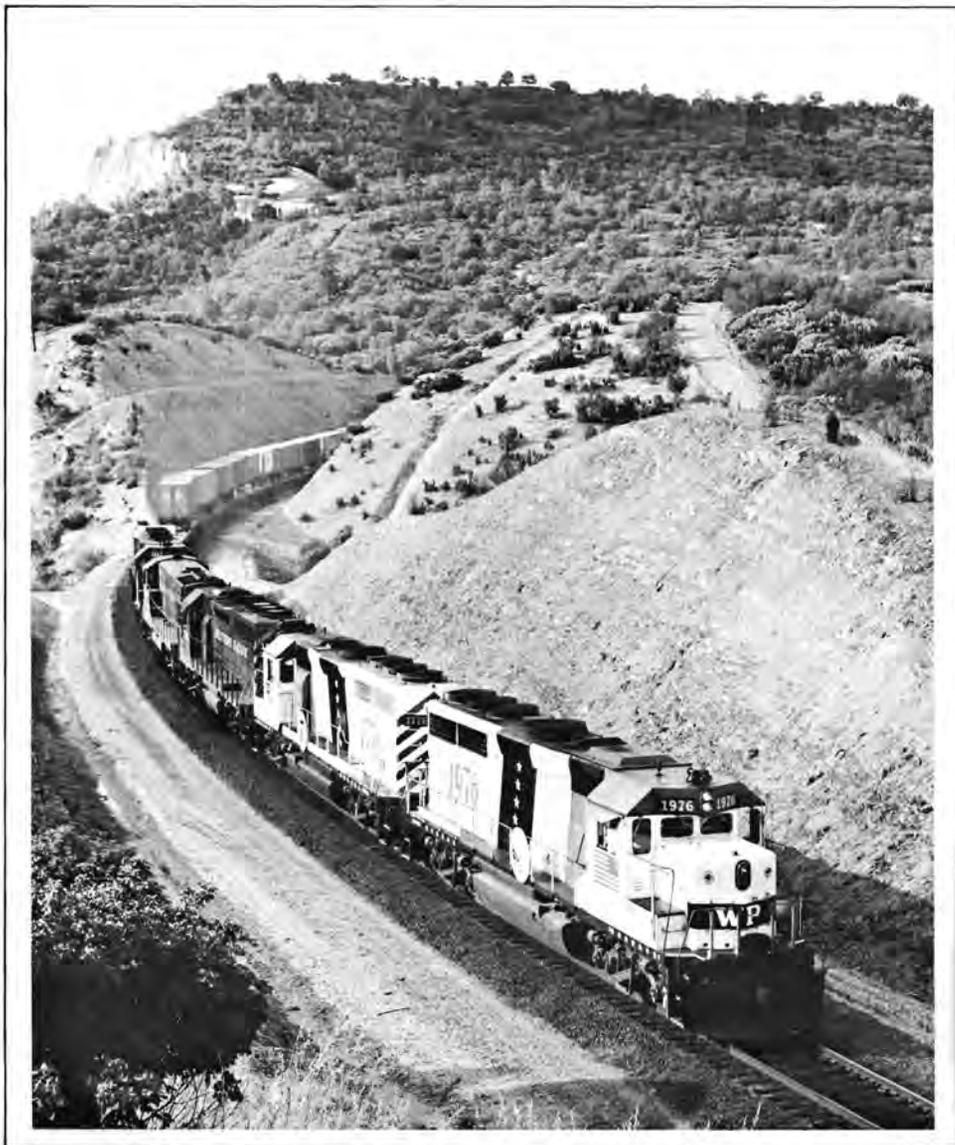
As shown in the illustration, the BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of these sections also explain the best way to apply for these benefits. The use of these sections prevents delays in the payment of unem-

ployment or sickness benefits which occur when an employee enters the wrong social security account number on his application.

The BA-6 forms also include a reminder that employees who perform railroad work after their supplemental annuity closing date may permanently lose their eligibility for a railroad retirement supplemental annuity. For the great majority, the closing date is the last day of the month following the month in which the employee attains age 65. The Board suggests that employees who have not retired by age 63 contact the nearest Board office in the near future for help in establishing proof of their age in advance of their eventual retirement. This will insure them against forfeiting their eligibility through miscalculation of their age. Establishing the correct date of birth is also important for Medicare enrollment. Bringing the BA-6 form with you when you visit a Board office is also helpful if you wish an estimate of your railroad retirement annuity.



Today's Railroads, America's



Great Untapped Resource

The energy crisis makes the conversion of dwindling petroleum resources an imperative. Luckily, America has two great resources whose full potential remains untapped. Together, they go a long way towards solving the energy crisis.

One is a source of energy: coal. The other is the most efficient way of moving that coal: railroads.

The President's target for coal production by 1985 indicates an increase of about 8% per year over last year's production. The railroads can handle that increase without any foreseeable problems.

Railroads already provide most of the transportation for coal because they carry it more efficiently to more places, using less fuel than any other means. And unlike proposed coal pipelines, the railroads exist now and move coal without consuming vast amounts of water.

Bigger freight cars and more efficient management of rail operations in recent years have produced additional capacity by reducing the use of existing track. (Train miles today are only half of what they were in World War II despite a 27% growth in railroad freight service.) Now that unused capacity can become a priceless national asset.

And hauling coal isn't the only thing railroads do well.

Piggybacking in the space age.

The concept of trains with freight flatcars fitted out to handle big truck trailers and containers makes a lot of sense: it's cheaper, relieves highway congestion and saves up to 50% or

more in fuel. It's the fastest-growing part of the railroad business.

This year 2½ million truck trailers and containers will move by rail.

Shippers who use this innovation don't miss the boat.

"Bridge" operations take containerized cargoes from oceangoing ships and load them—still sealed—onto special trains bound for points within the U.S. Or the route can be reversed. Or—the "bridge" can even stretch overland for trade between Europe and the Orient. The result is faster freight service that avoids highly circuitous water routes, reduces loss and damage to cargo, lowers inventory levels and saves fuel in the process.

The great unit-train solution.

Not only do railroads move solid trainloads of coal from mines to power plants efficiently and at low cost, entire trains of tank cars can serve as portable pipelines that can transport Alaskan crude oil almost anywhere without the long wait needed to build new pipelines. The advantages are obvious. The potential is virtually unlimited.

There is simply no more efficient, safer, fuel-thrifty way to move most volume shipments long distances throughout the nation than by rail. Because they have large amounts of unused capacity, purchased with yesterday's dollars, today's railroads are truly America's great untapped resource.

Member:
Association of American Railroads
American Railroads Building
Washington, D.C. 20036



On a summer day in 1929 at Shafter, Nevada, Engineer O. J. Hill on "Mike" engine No. 306 eases a cut of company coal from the "back" track. R. M. Lowe working the second trick Shafter, "Op"-hooped up the flimsies. (Note: this is the big "Mike" that blew the stallion over the fence.) RML.

A Letter To Hank

By R. M. Lowe

How you doin' old Boomer Buddy? This three alarm blizzard, massaging Oklahoma's plains today, brought back memories of 1928, when you and I worked telegraph tricks for the Western Pacific at Shafter, Nevada, and had blizzards for all three meals. Wasn't too hard to stand, until the red line dropped to 50 below, then it was trot trot to the coal house and back with that infernal coal bucket—the one with the hole in the bottom—the one that left little black puddles on the floor—don't say it, you remember it.

What makes time in such a tizzy to change things? In these young days, we are old; in those old days, we were young. We had no TV, no radio, and darn few newspapers; but we had a lot of fun laughing and scratching at home made jokes and local incidents. You and I used to roam Steptoe Valley, with other wild Mustangs, just to keep our lids from poppin.' Remem-

ber the deficit figures we had, due to a deficit purse? When I look at me now, I can't believe it.

In these days of refined gasoline and crude manners, I like to siphon dreams through a haze of tobacco smoke about the good old days. Maybe I am guilty of skimmin' the cream off the crock of long ago, but I like it that way. Thumb back a few pages and see if you remember this one, Hank. We were peeping in on an investigation about a freight train gently nudging the back end of a standing passenger train. When it came time for the porter to testify, the boss said to him, "George, in your opinion, who was at fault in that collision?" The old porter spoke right up and said, "De way I sees it, Suh, no one was really at fault. You see, dem boys on de freight didn't know we wuz stopped, and we didn't know they wuz comin'." I still think Super. Beem

lacked a sense of humor when he ejected us for laughing too loud.

How about those WP silk trains that burned the ballest between San Francisco and Salt Lake City, and beat the mighty SP's time? Remember how, just before one was due at Shafter, we'd dump all the waste baskets in the middle of the track, and when the 70 mile an hour duster was gone, so was the paper. I always wondered what those birds in Salt Lake City thought when all that paper fell off right in front of the depot.

How was it that Steptoe Indians could drive bands of wild Mustang horses right off the range into our stock pens at Shafter? When local whites found out how much profit there was in selling horses to chicken raisers in Petaluma, they tried it, and laid an egg. Lucky they weren't killed.

I'll never forget the day when Indian hazers got a band of horses almost to our pens, and a young Buck took off after his dog. When he got close enough, he laid a perfect loop around the dog's neck, whirled his pony on a dime and dragged the poor mut to death. That burned me, and I cooked up a hot and spicy dish of rhetoric for that redskin. When he got close enough, I saw that he had roped a coyote, and then my face turned red.

I remember one Shafter horse opera that had a fairy story ending. Mad and cussing Indians finally got the gate closed on a band of wild horses that really had the bark on. While we waited for a WP engine with stock cars, a beautiful, but very nervous buckskin stallion, paced back and forth and around the pen. He was trying to find a weak place in the fence. Captivity was not his dish. When Engine No. 306 arrived at the pen, the devilish fireman jerked the whistle wide open. He wanted to see the wild ponies cut up. He got his money's worth, and a cussin' from the Hog-

head. The big stallion panicked and took off across the pen like a rocket. With perfect timing, he left the ground and landed on top of the fence. After rocking back and forth a few times he fell to the ground on the outside. Smelling freedom, the liberated animal flattened out in flight across the sage brush flat. In just a few minutes, he was no more than a gray plume of dust winding up a mountain canyon. I had a fairly thick hide then, but that's one time I crossed myself and thanked the "Big Man" for deliverance of that one beautiful hunk of horse flesh.

Let's face it Hank, the oil is gettin' low in the lamp. Never again will we hear those mighty steamers fussin' and fumin' at steep grades. No more "31 copy 4," or wag him down the main, or "3 on a 19." It's "30" for us.

Most of the old Ops and many of the old steamers stare back through windows of a time at ancient vessels loaded with precious memories of the long ago. But heck, Hank, that's no reason for us to give up. How about cleaning up the old lantern globe, trimming the wick, and maybe we'll land on a main line better than the one we left. Carry the green for me, Hank, and I'll come in on time.

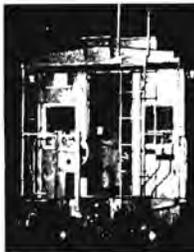
A Nice Letter

Hope my article of old W.P. history will pass muster.

Got a nice letter from a MILEPOSTS reader in St. Louis praising my efforts. I sure appreciate such things, but it sure makes me sweat over the next effort.

I think MILEPOSTS is the Cadillac of Railroad publications—are we now sweating together? "30 and 73"

R. M. Lowe
Route 1
Snyder, Oklahoma



Caboosing

SAN FRANCISCO
Mileposts Ed.

Congratulations go to four employees at WP's 25th Street yard in San Francisco on receiving their 1977 Service Awards. The Awards go to Clerk Everett England with 40 years, Laborer A. M. "Shorty" Ramirez with

25 years, Warehouse Foreman George E. Warner with 25 years and Clerk John Leland with 25 years. Their combined service represents 115 years with Western Pacific.



Wishing congratulations to all four 25th street San Francisco yard employees receiving service awards for 1977 are: (l to r) Brakeman Rich Magdaleno, Brakeman Mike Teissler, Conductor Grover Webster, Brakeman Jim Egerman, Yard Master Reinholdt Schmidt, Warehouse Foreman George E. Warner—(25

year service award), Clerk Everett England—(40 year service award), Joe Rodriguez, Tim Murphy and Laborer A. M. "Shorty" Ramirez—(25 year service award). Clerk John Leland (not shown) also received his 25 year service award.



Pictured are left to right, Mike Dunn, Barbara Dunn, Team Captain, Mase Gordon, Gerri Powers, and Bruce Hoffman, members of the Center Fingers bowling team, a team that bowled Friday nights at 6:30 at Grand Lanes in Hayward.

Congratulations to WP Clerks BARBARA DUNN and MASE GORDON, both of the fourth floor accounting department, on the trophies they won for their bowling efforts in the 1976-1977 season. Both Barbara and Mase, along with Barbara's husband Mike Dunn, Mase's nephew Bruce Hoffman, and Gerri Powers are members of the Center Fingers, a team that bowls out of Grand Central Lanes in Hayward, California. The Center Fingers belong to the Tahoe Express League, which is comprised of teams from the East Bay.

Barbara won two trophies and a pin during the season that ran from September 1976 to May 1977. She won trophies for high sweeper handicapped and most improved bowler. She won her pin for high series handicapped. Mase picked up two trophies, one for high game scratch and one for high sweeper scratch.

Many will remember the years from 1948 to 1958 when WP employees had their own league. Then Mase bowled for the "Hot Boxes," a team out of Oakland that won the league title in SUMMER, 1977

1952. At that time there were some fourteen teams from the Bay Area in the league, and the league finalists bowled against Sacramento, Stockton, Oroville and San Francisco teams to win the title.



Mase Gordon holds the trophy he won as a member of the "Hot Boxes," a team that won the league championship in 1952, when WP employees had their own league.



WP employees Barbara Dunn and Mase Gordon display the awards they won during the September 1976 to May 1977 bowling season. Barbara won two trophies and a pin, and Mase picked up two trophies.



The National Federation of Business and Professional Women's Clubs, founded in 1919, is a non-profit, self-governing organization promoting the interests and roles of women in the professions and business.

Congratulations EDNA L. BROWN, Assistant Manager-Data Services, who, on April 24, 1977 won first place in the Peninsula District Business and



Edna L. Brown, Assistant Manager-Data Conversion, receives her first place award for the Individual Development Speak-off from Joan Simmons, 2nd Vice President of the Peninsula District of the National Federation of Business and Professional Women's Clubs.

Professional Women's Clubs Individual Development Speak-off. Edna is a member of the Union Square Chapter of the National Federation of Business and Professional Women's Clubs, Inc. She has previously received Certificates of Completion of Courses I and II in the Individual Development Plan as well as a Scroll of Achievement for her public speaking abilities.

Best wishes for a happy retirement go to Clerk DELLA KESSLER who completed over 30 years with Western Pacific. Della first joined WP in 1947, and when she retired on June 30th, her last position was in the interline department in San Francisco. A luncheon was held in her honor on June 29th at the Figaro Restaurant in San Francisco and was attended by over 70 of her friends and co-workers. The following day a coffee reception for Della was held on the 3rd floor and our photos show a few of the many well wishers who attended.



Clerk Della Kessler (l-center) received many good wishes from her fellow employees on her last day with the WP in San Francisco Accounting department. Her co-workers included (l to r) Warren Spencer, Meda Griffith, Alan Bray, Linda Kane, Bob Topham, "Della," Yen Louie, Betty Snoddy, Bernadette Owens, Cecil Corney, Vinnie Doyle, Kathy Holaday and Norman O'Neal.

We convey our sympathy to the family of retired locomotive engineer FRANK J. CASEY whose wife, Mildred M. Casey passed away June 13th, at St. Francis Memorial Hospital. They had been married 36 years. Frank first went railroading for the CB&Q in 1941 and came to the WP in engine service in Sept., 1945. Frank, who is third generation locomotive engineer, retired on disability in July, 1976 and makes his home at 1106 Plymouth

Ave., Apt. 6, San Francisco, Calif. 94112.

Congratulations to Section Stockman EDWARD T. KNARR who retired after 30 years service with the WP. Ed first went to work on the railroad on August 18, 1947 and has worked in Stockton and Oroville, specializing in locomotive material. His last position was as section stockman at Stockton, home of WP's locomotive maintenance shops.

Section Stockman Elwood T. Knarr (l-center) received congratulations and best wishes for a happy retirement on his last day at Stockton yard. At the general office Elwood received his 30 year service award and Certificate of Appreciation from Manager-Purchases & Materials F. P. Brogdon (r-center), Director-Purchases & Materials W. G. Luebke (right), and Stockton Storekeeper J. L. "Joe" Sudderth.





A coffee reception was recently held for Clerk Della Kessler on her retirement from WP in San Francisco. Among the many who came to wish her a happy retirement were: (l to r) Bob Edwards, Warren Spencer, Betty Snoddy, Bernedette Owens, Yen Louie, Bill Miller, General Chairman BRAC (presenting gold spike award), Cecil Corney, "Della," Vinnie Doyle, Jim Finley, Richard Waara, Kathy Holaday, Ed Iborg, Manager Revenue Accounting George Welch, Ray Borkowski, Alan Bray, Cathy Wong, Bob Hanson, Lorin Ogburn, Harry Hanen, Collette Spanier and Lilian McDonald.

Service Awards

Stockton



Clerk Bill Western (left) of the Stockton Sales office receives his 25 years service award and congratulations from fellow employees and friends at a recent luncheon in his honor in Stockton. Among those who attended the luncheon were (l to r) "Bill," his lovely wife Bernice Western, Claire Malaspina and General Sales Manager-West, Ron Tofaneli.

STOCKTON



Elaine Obenshain, Wm. H. Lane

Belated congratulations to Conductor and Mrs. B. R. LAMKA, who are proud parents of their third son, Sean Christopher, born January 19, 1977. Steffin and Garth are his brothers.

Locomotive Engineer FRANK U. GILLIAM retired March 15, 1977, with 40 years service. "FUG" entered service February 24, 1937. We wish him and his wife a long and happy retirement.

Clerk A. A. (TONY) BETTENCOURT retired May 21, 1977, with 31 years 2 months service, having started to work for Western Pacific March 11, 1946. We hope Tony enjoys his retirement.



Clerk A. A. "Tony" Bettencourt (center) receives congratulations on his retirement May 21st, from Terminal Supt. K. L. Maybury (left) and district agent H. K. Reese.

SUMMER, 1977

Our deepest sympathy to the family of retired Machinist PETER MURPHY who passed away April 17, 1977. Mr. Murphy retired in 1957.

Congratulations to Brakeman and Mrs. JOHN G. WALLMANN on the birth of their son, Justin, June 19, 1977.

Service awards were presented to District Agent H. K. REESE, 35 years; Conductor G. T. CLARK, 40 years; Clerk R. LOPSTAIN, 15 years; and Conductor R. H. CASSIDY, 20 years. Also to Clerk P. E. PARMENTER, 30 years; Brakeman D. L. MORRIS, 10 years; Locomotive Engineer R. P. JOY, 35 years; and Brakeman D. M. GASS, 10 years.



District Agent H. K. Reese (left) extends congratulations and presents service awards to Conductor G. T. Clark (40 years), Clerk R. Lopstain (15 years) and Conductor R. H. Cassidy (20 years).

Chief Clerk-Freight B. N. GAGE was presented with his 30 year service award by District Agent H. K. REESE. Bill selected the necklace for his award, stating his wife Ruth had earned it!



District Agent H. K. Reese presents a 30 year service award and congratulations to chief clerk B. N. Gage (right).

District Agent H. K. Reese presented Clerk VELMA G. PRENTISS with her 10 year service award. Velma originally entered service on Western Pacific in September 1944, resigned May 1950, however, worked vacation relief off and on from December 1957 until she re-entered service full time June 7, 1967.



Crew Clerk Velma G. Prentiss receives her 10 year service award and congratulations from district agent H. K. Reese at Stockton.

SACRAMENTO SHOPS

Herman F. Schultze



Machinist JOE DEMIK and wife Mary have just cause to be proud of their three sons. They all attended Christian Brothers High School in Sacramento and St. Mary's College in Moraga, Ca., majoring in chemistry and biology. Gene, the oldest, played rugby and football for the Gaels and now teaches at St. Francis. Matthew is an ardent back-packer and is going for his Masters in biology at California State University, Sacramento. Joe, the youngest, is a freshman. He ran track for Christian Brothers and runs cross-country at St. Mary's College, with numerous medals to show for his efforts. His latest feat was the "Bay to the Breakers," an 8.6 mile course in San Francisco. He came in 260th out of 11,000 starters. Mary



Joe Demik, youngest of three sons of machinist Joe and Mary Demik, is a freshman and on the cross-country team at St. Mary's College at Moraga, Ca. In the recent San Francisco "Bay To The Breakers" race, Joe placed 260th out of 11,000 runners on the 8.6 mile course.

was a physical education major at San Francisco State, and Joe says he went to the college of hard knocks in Chicago, Los Angeles, Stockton and Sacramento, and loves railroading.

Carman PERCY BECHTEL and wife Gladys have equal cause to be proud of their son Mike, a track star for Elk Grove High School. Mike has several silver medals and recently came in first in the 880, 440, 1,320 medley relay over 20 other high school entrants, in a track meet in Woodland. His specialty is the 2-mile race.



Mike Bechtel, son of Carman Percy and Gladys Bechtel, was a senior at Elk Grove High School and star two mile runner at the 1977 Nor-Cal high school track meet at Woodland, Ca.

Storekeeper W. J. "BILL" FUNK will be telling his fish story for some time to come. Bill landed a 143 lb., 7 foot long, sturgeon in the Sacramento River near Clarksburg, with a 15 lb. test leader and a 25 lb. test line. It took Bill one hour and 20 minutes to single-handedly bring the sturgeon into his boat.

Alex Klistoff, Jr., son-in-law of write-up man V. SPOMER (married to Spomer's daughter Ronda), received his Doctor of Medicine degree in ceremonies June 11 at the University of Utah, Salt Lake City. Alex, Ronda and 6 months old Alysa will reside in Ogden where Alex will take his resi-

dency training. He plans to specialize in family practice. Spomer and wife Betty attended the graduation ceremonies.



Storekeeper W. J. Funk and his prize catch, a 143 lb., 7 foot sturgeon he landed in the Sacramento River near Clarksburg on May 17th.



Alex Klistoff, Jr., son-in-law of write-up man V. Spomer, recently received his Doctor of Medicine degree from the University of Utah, at Salt Lake City.

Being at the right place at the right time was Carman E. M. "ED BROCKETT's good fortune on his recent trip to England. Ed was in London and fortunate enough to see the Queen and her party as they rode by on one of their appearances for the Queen's Silver Jubilee Celebration.

Congratulations to the following retirees, who have a total of around 150 years of railroading: C. E. COOK, carman, and T. T. BAMFORD, blacksmith, who both will do some traveling around the country at a leisurely pace after just taking it easy at home for awhile. MONTY J. LATINO, painter, who says he will now be able to enjoy watching more of his favorite sports

and do a little traveling. Monty was one of the Western Pacific Railroad soccer team players (old-timers, remember when?). HAROLD V. MEYER, painter, says that he and Mrs. Meyer are planning a Caribbean Cruise, as well as playing an occasional game of golf. Good luck, good health and best wishes to all!



Carman C. E. Cook (right) receives best wishes for a happy retirement from car foreman C. Allee at the Sacramento Shops.



Blacksmith T. T. Bamford (right) receives congratulations on his last day from car foreman C. Lynch at Sacramento.



Painter H. Meyer (left) and Painter M. Latino (center) receive congratulations on their retirement from carman local chairman W. Matsuda (2nd left) and car foreman C. Allee (right) as laborer T. T. Keys (2nd right) looks on.

MILEPOSTS welcomes GERRY COCREHAM as our newest MILEPOSTS Correspondent at Sacramento.

* * *

SACRAMENTO "UPTOWN" LOWDOWN

Gerry Cocreham

Hello to all, I'm Gerry Cocreham and I will be reporting all the new and exciting (?) happenings in the 19th & "J" Street Sacramento Office (Uptown). The departments that will be covered besides us are Dispatcher's Office, Signal & Communications and the Master Mechanic.

Division Superintendent CARL YUND just returned from a three week vacation visiting his family back east . . . touched bases in Cincinnati, Ohio—Mantua, Ohio—Naples, Florida and a lot of places in between.—Welcome back to ANDY KINICKI, RAY MIZE, BILL SCHOBER and AL MALLORY who recently returned to the dispatcher's ranks . . . sorry to report that Ray Mize suffered a heart attack and has been doing sick duty for the past six weeks—understand he is doing nicely and hope to see him return to work

soon. . . Our Dispatcher athletes JIM WIRICK and Andy Kinicki climbed to the top (14,400 ft.) of Mt. Shasta June 18th . . . wouldn't you know there was a thunder and lightning storm as they were on the peak—quite an experience as the highest points around were the gentlemen's heads!

Chief Dispatcher CARL ROWE retired from service April 1st and was honored by his friends at a dinner party April 16th at Posey's Restaurant in Sacramento . . . Carl and Martha didn't waste any time in getting into the traveling spirit . . . they have already been to Seattle, Wa., came home for a few days and took off to Pleasantville, N.Y. for a reunion of Martha's Girl Scout World Silver Jubilee originally held in 1937, which included girls from 26 foreign countries and one girl from each of the United States. We understand many of the original group will be in attendance—Carl being one to take advantage of a situation is taking one month to make the trek back to N.Y.—Happy Retirement Carl! Carl and Martha Rowe make their home at 3602 Orangerie Way, Carmichael, Ca.



All the best is extended to Chief Dispatcher Carl Rowe and his lovely wife Martha (left) on his retirement at a dinner party in his honor at Poseys in Sacramento. Congratulations

were extended to the Rowe's from Superintendent and Mrs. Carl Yund (right) seated at the head table.

"Salude" to Jim Wirick, he finished approximately 192 in a "crowd" of 10,000 in the recent Bay to Breakers race in S.F.

E. A. "CURLEY" THOMPSON, retired Superintendent of Signals proved recently that he still has what it takes . . . While B.B.Q.ing with some friends in his backyard at Spring Garden a thief was seen departing from his house with some articles. Curley, not being one to tarry, picked up a gun and his friend grabbed a bayonet and pursued the thief to a nearby bridge where said thief was hiding under . . . Not only was the thief apprehended by Curley & Co. but Curley conveniently had a pair of handcuffs on him to properly perform the arresting ceremonies!

GLEN METZDORF, Superintendent, Sacramento & Tidewater Southern, retired April 1st and was given a gala sendoff with a dinner and dance party at the Candlerock Lounge in Sacto . . . It was agreed by all that he had the most diversified group of party-goers ever, represented at the event honoring Glen were railroad people from all

the crafts on the Railroad plus our respective Unions and many outside organizations such as the PUC, FRA and DOT . . . Glen says, "Thanks to all, you made my day." It's great to have accumulated so many friends in one's lifetime of work and we are wishing Glen continued good times. Glen, in preparing for upcoming retirement, has just bought a Air Stream trailer (with C.B.) to travel around the country. Glen says all he needs is a driveway to park in and the "Party's at his house" . . . to book Glen's traveling party just drop him a line—899 San Ramon Way, Sacto, CA 95825—Get out your calendar Glen!



G. M. Metzdorf



Many friends from all the railroad industry came to pay tribute to retiring Sacramento Northern and Tidewater Southern Superintendent Glen Metzdorf and his lovely wife Margarit (standing), on April 2nd. Joining the many well wishers were (at the head table from the left) Superintendent and Mrs. Carl

Yund, Director and Mrs. Tom Green and Director and Mrs. Jim Brown. The gala sendoff was held at the Candlerock, in Sacramento. In-Between his Golf dates, Glen and Margarit plan to do some traveling "round-the-country" . . . HAPPY DAYS!



R. M. Verhage

We wish to extend a belated happy retirement to Milpitas trainmaster ROGER M. VERHAGE who retired during 1976 and had completed over 35 years service with Western Pacific.



Retired trainmaster Roger M. Verhage (Milpitas) receives congratulations and best wishes for a happy retirement from Superintendent C. G. Yund (right) and Transp. Supt. R. L. Meyer.

Service Awards

Sacramento



Train Dispatcher C. T. "AI" Mallory (right) receives his 10 year service award and congratulations from Division Superintendent C. G. Yund at Sacramento.



Clerk Tom Vaccaro (right) receives his 40 year service award and congratulations from Sacramento Agent Paul Scott.



Train Desk Clerk Joe Bettencourt receives his 35 year service award and congratulations from Agent Paul Scott at Sacramento.



Train Dispatcher A. G. "AI" Mendoza (center) receives his 15 year service award and congratulations from Division Superintendent C. G. Yund (left) and Chief Train Dispatcher W. F. Schober at Sacramento.



Congratulations go to Car Desk Clerk W. D. Gladney on his receiving his 35 year service award at the Sacramento freight office.



Clerk Frances Anderson (center) receives her 15 year Safety Award and congratulations from Sacramento Agent Paul Scott and Terminal Superintendent Leif Hyllen.



OROVILLE

A. I. Reichenbach, Jr.

In an effort to rush this column out before I take a much needed vacation, I hope I don't miss anybody.

A. I. REICHENBACH, SR., Retired Agent, your correspondent's father, suffered a couple of heart attacks recently but is doing great as of now. He is living in Jackson.

Service awards per attached photos: M. H. "BUD" ROBINSON (30 yrs.) and ROLF GAUDARD (15 yrs.). Presentations made by R. P. MCCARTHY, Trainmaster.



M. H. "Bud" Robinson (left) receives his 30 year service award and congratulations from trainmaster R. P. McCarthy.



Rolf Gaudard (left) receives his 15 year service award and congratulations from trainmaster R. P. McCarthy.

M. A. MCLAIN, General Clerk-Freight just returned from a 5 week vacation which took most of his time in Scotland. I hear he had a great time and he will have plenty of pictures to show and tell. Marv took his wife Mildred with him.

Clerk HOWARD L. BELEW is back at the old desk after his recent accident. He is doing fine.

JOE M. REED took some vacation time and fished out all the local potholes and as usual knocked 'em dead.

A. B. "TONI" EDWARDS and husband Virgil (Retired Trainmaster) are on vacation cruising around in their van. Toni is our day T&T Opr.

R. E. BYRD, Train Desk Clerk, took his vacation and toured through the states to Missouri and Lapland.

Retired Conductor E. W. "MIKE" JAYNE and wife Minnie celebrated their 54th year as a couple on 6-6-77. They have 5 grandchildren and 8 Great grandchildren. And that is GREAT...

The Twilight Golfing League at Kelly Ridge has a W.P. Golf Team, consisting of our illustrious golfers, Car Foreman B. L. (CHIPSHOT) COGIN, Roundhouse Foreman R. L. (DIVOT) SHEPARD and G. V. (SAND-BAGGER) NEWHART. And according to George they are doing right well.

We received word from retired Trainmasters Clerk HELEN SMALL that Retired Conductor CURTIS M. RISK passed away May 13, 1977 in Oakland. He retired as a Zephyr Conductor. He is survived by wife Grace of Oakland, son Norman of Peoria, Ill., and daughter Goldie Aird of Berry Creek. He was born June 30, 1880.

Your correspondent spent two glorious weeks at Camp Roberts with the Army during April on my annual training trip. Sorta makes you glad to get back to work.

See ya all next issue... Happy Vacationing... "ART."

PORTOLA



Karen Thomas, Jane McCormick

Summer has come to our Sierras at last with many past WP employees and their spouses enjoying their first retired summer.

Brakeman CARL NELSON retired March 28th with over 33 years of service.

Engineer E. E. "BUZ" CRONIN is congratulated upon his retirement by Division Trainmaster BILL GIROUX, pictured in front of the depot at Portola. Mr. Cronin's retirement culminates 40 years in engine service.



Engineer E. E. "Buz" Cronin (right) receives congratulations and best wishes for a happy retirement from division trainmaster Bill Giroux.

Our condolences to the family of **BOB GALLMEISTER** who passed away April 15th after a short illness. At the time of his death he was working as Carman at Portola where he had worked for many years.

Mr. and Mrs. **BILL GIROUX** and family recently traveled to Sacramento to view the graduation ceremony of their son, Richard, from California State University, Sacramento. Richard is now working in the field of electrical engineering in the state of Oregon.

Also enjoying their recent retirements are Conductor **V. B. DODS**, and Brakeman **C. F. REED**. Both retired June 30th. Vic Dods hired out as Brakeman in 1936 and was promoted to Conductor in 1943. Brakeman Reed began his railroad career working on the Ice Deck in 1946. He later transferred to Stockton in 1958 to work in the Store Department. In 1969 he joined the Operating Department where he worked as a Brakeman until his retirement.

M. E. "MEL" GRAHAM, Manager, Accident Prevention, took his retirement April 1st from Western Pacific only to begin a position from the City of Portola as City Manager. A retirement party was held March 31st at the Log Cabin Restaurant in his honor, with over 70 friends and well-wishers from far and near joining in the celebration of Mel's nearly 43 years of railroading. He began his career as a Crew Caller at Portola before he was even out of high school. Since then he has been a Brakeman, Switchman, Secretary to the Superintendent, Sales Representative, Trainmaster at several terminals, and lastly Manager of Accident Prevention. Mel was presented with a plaque made by Mrs. Marion Crumpacker, a model train the **MEG SPECIAL**, and a monetary gift given collectively from his many

friends and fellow employees. Pictured below is . . . left to right—Mel, his wife, Laverne and Jim Brown and Marion, his wife.



Mel Grahams' Retirement Dinner — Portola.



Robert Larson and his radiant bride, the former Mrs. Virginia Magazin, cut the cake at their wedding, held June 18 at the Community Methodist Church in Portola.

Congratulations to Engineer **ROBERT LARSON** and his bride, the former Virginia Magazin on their marriage

PORTOLA



Pictured left to right are the members of the wedding party, Best Man John McCall, Attendant Bill Magazin, Attendant Gary Magazin, Virginia and Bob Larson, Bride's Maid Julie Magazin, and Attendant Mike Magazin.

June 18, at the Community Methodist Church in Portola. Bob has lived in Portola and now resides in Graeagle, California. The new Mrs. Larson is a former resident of Walnut Creek.

Best Man for the wedding was WP Dispatcher **JOHN MCCALL**. Julie Magazin, the bride's daughter, was Maid

of Honor. Attendants included Mrs. Larson's three sons, Gary, **MIKE**, and **BILL MAGAZIN**. Mike and Bill are both brakemen with WP at Portola.

The Larsons took an exciting vacation to Alaska and are now living in Graeagle. Their Portola address is P.O. Box 150, Portola, California.



Pictured left to right are Brakeman Chris Skow, Brakeman Larry Kirby, Engineer Jim Boynton, Engineer Marvin Pugh and his son Myron, Engi-

neer Bob Larson and his parents Mr. and Mrs. Larson, Dispatcher John McCall, and Engineer Norman Holmes.

ELKO
Henry Wallock



The grandson of Glenn M. Morton, **GLENN E. MORTON**, was hired as a fireman in 1955 and was promoted to engineer in 1961. Glenn is still running between Elko and Salt Lake City and has been with WP for 22 years. All three Mortons have, between them, worked 109 years for Western Pacific, making this possibly the only railroad in the U.S. with that many for so long a period with the name of Glenn.



Congratulations to Conductor Donald A. Tatomer on his retirement in March, 1977 after 33 years of WP service. Secretary Theda Mueller (left) standing in for Superintendent J. C. Lucar, and Roadway Clerk Penny Pruitt present "Don" with his Certificate of Appreciation after his last run to Elko.

The name "MORTON" has been on the WP payroll since 1906. The Salt Lake City family has had a hand on the throttle for three generations on WP's eastern division.

Mr. **GLENN M. MORTON** was hired as an engineer in 1906 and retired in 1948 after 42 years of service. Glenn hired out when WP was under construction and pulled passenger trains for the biggest part of his career.

His son, **GLENN W. MORTON** was hired as a fireman in 1948 and promoted to engineer in 1942. He retired in 1973 after 45 years with WP.

SALT LAKE CITY
Carol Suchan



The Western Pacific sponsored men's 5-man bowling team won the roll-off for the league championship May 19, 1977. The entire team bowled well above their average. Team members are **KENNY CLARK**, **RON HOLFERTY**, **DARYL JENSEN**, **JIM THOMAS**, **MIKE THOMAS**, **MARC BRUNNER**, **KEN RANKIN**, **FORREST SHROPE** and **GERRY THOMPSON**. Marc Brunner bowled 30 pins above his average and Forrest Shrope bowled games of 241 and 206.

Congratulations are extended to Brakeman and Mrs. **D. L. RICHINS** on the arrival of a daughter Danica. They have another daughter, Amy.

Retired Conductor **R. C. HEITKAMP** and Retired Clerk **HARRY JOHNSON** from San Francisco visited friends at Roper recently. Both look great and are enjoying retirement.

Best wishes are extended to Engineer **H. E. SAXTON** who retired June 30, 1977 with 36 years service. Harvey hired out as fireman September 23, 1941 and was promoted to engineer July 10, 1945. Harvey worked on the switch engine at Wendover and also was engineer on the California Zephyr for many years. Harvey plans to go fishing and just enjoy himself.



Engineer **H. E. Saxton** (left) receives congratulations from Conductor **D. C. Anderson** following his farewell trip on the eastern division back to Salt Lake City on June 30th.



Retiring Conductor **D. C. Anderson** (right) receives best wishes and a Certificate of Appreciation after his last run into Salt Lake City from Trainmaster **A. C. Evans**, June 30, 1977.

Best wishes for a happy retirement are extended to Conductor **D. C. ANDERSON** who retired June 30, 1977. Deward hired out June 1, 1933 for the M/W and worked as a coal passer on Passenger 1 and 2 between Shafter and Wendover. Later he hired out as a brakeman October 10, 1936 and was promoted to conductor June 1, 1943. Deward plans to enjoy his retirement by keeping up with his many hobbies—gardening, painting, collecting coins, fishing and hunting.



Conductor **Deward C. Anderson** won **Queen of Show** award for his 'Prince Iris' at a flower show in Salt Lake City. (Photo: Salt Lake Tribune.)

NEW YORK
Bill Gurgurich



W. P. "BILL" GURGURICH, Assistant Salesman, New York, told of an incident that took place on a commuter train from New York City to Trenton, New Jersey.

Bill found himself sitting, by coincidence, next to Captain James Ellison, U.S. Coast Guard (retired) of Parker, Arizona. Captain Ellison, as it turned out, was in the East doing some detective work concerning his father, Mr. Glen Ellison, who died in 1947, and his affairs from 1915 to 1925.

Captain Ellison's story proved to be an interesting one and Bill thought it would make a good story for MILEPOSTS. The following are excerpts from a letter written by Captain Ellison to Mr. Gurgurich on May 17, 1977.

"Meeting as we did on the train from Newark to Trenton, I told you about my detective work finding the whereabouts (concerning my father). My father worked during the period 1915 to 1925. In 1915 I was two years old and living in California. During that time I only saw my father a few times as he was on the road or making recordings for Thomas A. Edison. Later he told me he made records and gave performances in New Jersey.

"My father, known professionally as Glen Ellison, was a well-known Scottish baritone employed by Thomas A. Edison to give what were called 'tone test' recitals before large audiences in Camden, New Jersey and

elsewhere. These tone tests were primarily done to demonstrate the high quality of Edison reproductions of the artist's voice. Glen Ellison would stand beside the photograph dressed in his Scottish kilts and sing with the orchestrated record. He would sing then stop singing only moving his lips. You couldn't tell when he was really singing or when you heard his voice coming from the record. It was quite impressive and helped sell many of Thomas Edison's phonographs and records.

"I knew that Thomas Edison started his first large laboratory in 1878 in Menlo Park, New Jersey, and found only a statue to Edison. I was told that the lab was in Montclair. Next day I took the train to Newark, New Jersey, bus to Montclair and, asking questions, learned that the old laboratories were located in West Orange, New Jersey. Another bus took me there. The factory is no longer in existence, but the old lab is now the Edison National Historic Site, administered by the National Park Service. Tours are conducted throughout the museum. When I introduced myself as Captain James Ellison, the oldest and only surviving son of Glen Ellison, I was permitted to visit with the curator of the museum, who allowed me to go through my father's old files, his photographs, contracts, canceled checks, and other memorabilia, some of which were personally signed by Thomas Edison. The curator permitted me to photograph throughout the museum. The highlight was receiving photo copies of his things, and above all I saw and photographed a poster picture of him among the famous recording artists hanging from the wall in the recording room."

Captain James Ellison
U.S. Coast Guard (retired)
Box 952, Parker, Arizona 85344

MILEPOSTS



Secretary Kathy Burke (10 years) and Asst. Sales Manager Don Landgraf (20 years) receive their service awards and congratulations from General Sales Manager-Chicago Dick

McElheny (left) and retired Sales Manager-Chicago George Wenig (r-center) at a recent luncheon in Chicago.

CHICAGO
P. R. McElheny

A recent luncheon was hosted by DICK MCELHENY, General Sales Manager, Chicago, honoring KATHY BURKE, secretary to general sales manager, who has completed 10 years service with the WP and for DON LANDGRAF, Assistant Sales Manager-Chicago, who has completed 20 years service. GEORGE WENIG, former sales manager-Chicago took time out from his busy retirement schedule and joined other Chicago office personnel in presenting Kathy and Don with their service awards.

Welcome to CAROL COPAK, who joined our Chicago sales office staff as steno-clerk on April 1st, 1977.

Congratulations to BILL LESLIE, Manager-Intermodal Sales, Chicago, who married the former Carol Jean Bartholomew on May 21, 1977.



Work by the
SAFETY RULES!

Letters Received

Happy Birthday

Let's not forget him. Happy Birthday to retired Superintendent John J. Duggan who will attain milepost 90 on November 2 of 1977. Repeating from the MILEPOSTS of December 1950 when he retired as Superintendent at Elko, he had worked at that time for the Western Pacific since 1920 as train dispatcher, chief train dispatcher, trainmaster and superintendent. Prior to this he was with the Army's 31st Engineers as First Lieutenant with overseas duty from 1918 to 1920. Prior to this since 1904 he was with the CB&Q Wymore Divn. D&RGW Salt Lake Division, Southern Pacific San Joaquin Division.

He still lives at 3717 M Street, Sacramento. My friend Dewey Geil and I go to see him quite often.

Those of us who had the pleasure of working for him during the above period of time were most fortunate. We wish him happy years ahead.

George Naylor
1181 Weber Way
Sacramento, Ca. 95822

* * *

WP Dispatchers History

I am in the process of writing up for the historical files of the American Train Dispatchers Association a chronological resume of the three different phases of the dispatchers offices at Sacramento from about 1936 to 1950, or the time that I was working there. It, of course, covers the period of the Second World War and our accomplishments (on the W.P.) as a railroad during that period.

Everyone on the railroad did a tremendous job, but I have tried to demonstrate that the train dispatchers had a lot to do with putting it all together.

Mr. Grant S. Allen
711 Spring Street
Sausalito, Calif. 94965

* * *

Laurie W. Whitaker

Laurie Whitaker, retired switchman in Oakland yards passed away in Providence Hospital, Oakland on March 26, 1976, the result of a car accident in Oakland.

He had been retired for 15 years and was 84 years old.

Frances Whitaker, wife
291 Scenic Ave.
Piedmont, Ca. 94611

* * *

I Became a Celebrity

Received the two MILEPOSTS and other books on WPRR progress and improvements and I want to thank you for same. It was very kind of you. Also want to thank you for my photo and postal card. I have received so many letters from my retired RR friends about my write up and picture in MILEPOSTS. I had no idea when I wrote that letter that I would become a celebrity. That was furthest from my mind. As I said I saw Portola grow from a wilderness to what it is today. I am very fortunate and happy to still be here. Again, thanks.

Mrs. Edith Grother
Box 1244
Portola, Ca. 96122

MILEPOSTS

In Memoriam



Kenneth A. Rank, Sr.

Letters Received...

My Deepest Appreciation

My thanks and deepest appreciation to all who had a part in making it possible to receive such a wonderful retirement gift. I have purchased a portable color TV—now they can televise all the football they care to.

To the Sacramento gals—I enjoyed the luncheon and the plant is thriving.

Very pleased to receive many cards and letters. My best to you all.

Eileen Frost
(retired, Sacramento office)
3598 Larchmont Sq.
Sacramento, Ca. 95821

* * *

Mary Elizabeth Becker

This obituary may be of interest to MILEPOSTS.

Mary Elizabeth Becker deceased 8-27-77, employed by WP as a clerk typist in July, 1912 at the old Brannan St. freight depot, retiring in July 1959 with 47 years service. She never requested or bid on a job "uptown," preferring to work with her friends at the depot.

Married George Brandt in 1942 who died in 1971.

She was a member of an old San Francisco family, her father being born in San Francisco in 1863. Two sisters survive.

Harold Grosz
901 San Felipe
San Bruno, Ca. 94066

SUMMER, 1977

Chicago sales manager Kenneth A. Rank, Sr. died on April 22, 1977, at the age of 59.

Joining WP in 1941 as a clerk in Chicago, Ken was promoted to Traffic Representative in 1948, to General Agent, Detroit, in 1953, and to Assistant to the Vice President of Traffic in San Francisco in 1956. He was promoted to Sales Manager in New York and then Chicago from 1960 until 1976.

Ken is survived by his widow, Violet; a son, Kenneth, Jr.; two daughters, Mrs. Judy Fornero and Linda; his mother, Lilly; four grandchildren and two brothers.

Mary Lou Gordon

It is with deep regret that I report the death of Mary Lou Gordon. She died April 12th at Chicago, Ill. after a long illness. Mary Lou was one of the charming "Zephyrettes" on the California Zephyr. She later became Supervisor of Passenger Train Service for the Burlington Lines, and was responsible for many innovations in passenger service that made travel aboard the Zephyr a "memorable experience," which in part made our train famous. She had many friends on the W.P. I am sure that all of us who were in stations, CZ train service, dining car and passenger departments who knew her will recall with fondness that delightful, remarkable lady. (Mel Ward, Clerk, South Sacramento)

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In Memoriam



Frank W. Steel

Frank W. Steel, retired Assistant Vice President Pricing, San Francisco, died on April 23, 1977, at age 73.

Frank began his career with WP in 1919 at the age of 16 as an office boy. He wasn't an office boy for long, for his eagerness to learn brought him a promotion to the rate department and further promotions advanced him to supervisory positions in all phases of rate making as well as the commercial phase of the pricing section. At the time of his retirement in 1968, after nearly half a century with Western Pacific, the supervision of all pricing matters was under Frank's competent jurisdiction.

He is survived by his wife, Dorothy, and family.

Gus A. Apostolos, retired track laborer, Sacramento, February, 1977.

Merrill J. Buller, retired clerk, San Francisco, February, 1977.

Cecilio Cabrera, retired machine operator, San Joaquin City, October, 1976.

Clifford C. Carter, retired Sacramento Northern Ry. brakeman, Marysville, Ca., November, 1976.

Fecundo Flores Cisneros, laborer, Stockton, March 23, 1977.

William H. Clouette, retired switchman, Sacramento, June 10, 1977.

Foster L. Crissey, retired diesel foreman, Sacramento, March, 1977.

Harry Demello, retired car oiler, San Rafael, Ca., January, 1977.

Theresa L. Denney, retired stationary engineer, Hayward, Ca., January, 1977.

Leslie M. Edwards, retired Sacramento Northern Ry. electrician, Paradise, Ca., November, 1976.

Paul Edwards, retired carman, Oroville, February, 1977.

S. T. Everett, retired brakeman, Vista, Ca., March, 1977.

Foster P. Fox, retired switchman, Fremont, Ca., May 2, 1977.

Edward J. Foley, retired switchman, Sacramento, February, 1977.

R. C. Gallmeister, carman, Portola, April 15, 1977.

George W. Harmon, retired Tidewater Southern Ry. section foreman, Dallas, Or., March, 1977.

Robert L. Harrigan, retired clerk, Oakland, March, 1977.

Amon Hayes, retired B&B carpenter, Cherokee, Ca., May 19, 1977.

Russell B. Henrich, retired yard clerk, Chula Vista, Ca., 1977.

Edward E. Hinson, retired electrician, Glen Ellen, Ca., December, 1976.

Evert Humphreys, retired clerk, Portola, February, 1977.

Clarence J. Kiel, retired millman, Shingle Springs, Ca., November, 1976.

R. J. Landrove, retired store helper, Sacramento, December, 1976.

Frank H. Long, retired engineer, Elko, Ne., October 27, 1976.

Julius A. Lundey, retired Sacramento Northern Ry. conductor, Sacramento, April 17, 1977.

Edward Marks, retired private car cook, Sacramento, September, 1976.

In Memoriam . . .

Ricky A. Martin, brakeman, Hayward, Ca., April 25, 1977.

Gail W. Minich, retired telegrapher-clerk, San Jose, February, 1977.

John E. Murphy, retired brakeman, Salt Lake City, November, 1976.

George L. Nelson, retired laborer, Salt Lake City, February, 1977.

Edward C. Newman, locomotive engineer, Oakland, March 25, 1977.

George P. Purchase, retired clerk, San Francisco, March, 1977.

William A. Racine, retired chief clerk, Lafayette, Ca., February, 1977.

Henderson C. Raibe, retired sleeping car porter, Oakland, February, 1977.

Kenneth A. Rank, sales manager-Chicago, Mt. Prospect, Ill., April 22, 1977.

Claude E. Reavis, retired carpenter, Portola, January, 1977.

H. E. Remy, locomotive engineer, Sacramento, July 12, 1977.

Vernon N. Richins, retired gang foreman, Doyle, Ca., February, 1977.

Walter A. Roberts, retired switchman, Clearlake Highlands, Ca., April, 1977.

William L. Rowberry, retired chief Clerk-Sta. Acctg., Sutter Creek, Ca., June 6, 1977.

Curtis M. Risk, retired conductor, Oakland, May 13, 1977.

Edward F. Serrano, retired engine watchman, San Jose, February, 1977.

Oliver P. Sondree, retired carman, Orangevale, Ca., February, 1977.

Frank W. Steel, retired Asst. Vice-President, Pricing, Walnut Creek, Ca., April 23, 1977.

Harry B. Taylor, retired locomotive engineer, Esparto, Ca., November, 1976.

W. S. Thompson, retired locomotive engineer, Elko, April 8, 1977.

Lloyd T. Van Allen, retired conductor, Hayfork, Ca., March 19, 1977.

Noble H. Wakefield, locomotive engineer, Portola, February, 1977.

Phillip K. Williams, retired switchman, Eckert, Co., November, 1976.

Floyd E. Wheeler, retired carman, Oroville, October, 1976.



Milepost 224: Is located one half mile east of CRESTA, station and PG&E's Cresta dam, (MP #243.5) in the heart of the Feather River Canyon on Western Pacific's main line between Oroville and Portola, Calif.

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Information article inside. Photo: West-
ern Pacific's eastbound container train
"TOE" led by locomotives 1876 and 1776

crosses Rock Creek Bridge in the Feather
River Canyon—June, 1977. (H. Brueck-
man photo.)