

WESTERN PACIFIC

# Mileposts

Winter 1974, Spring 1975



The Transition of

North Pacific



CCT locomotive #50 with its new bright red and white paint job crosses Bridge 34.

## New Look For The Central California Traction Company

Sacramento's newest rail facility, placed in operation by the Central California Traction Company in mid-1974, is doing just fine.

A new freight office for the line, located in the Fruitridge Industrial Park was necessary to take care of the increased business now handled exclusively by the 50-mile short line which operates between Sacramento, Stockton, and Lodi, California.

The railroad which currently serves 52 industries along its route, was acquired collectively by the Santa Fe, Southern Pacific and Western Pacific in 1928. Rail service for the Sacramento Industrial Park and Fruitridge Industrial Park is provided exclusively by the CCT.

However, today the CCT has greatly increased its ability for improved service. By combining rate matters, transit, billing, collections and maintenance of records under the CCT ban-

ner, the short line will have greater efficiency it has long desired. The growth of the Sacramento and Fruitridge Industrial Parks was the primary reason for combining facilities.

The CCT's new freight office at 5001 Florin-Perkins road in the Fruitridge area houses offices for general manager Kenneth J. Tinker, agent Martin A. Melish and three staff members, Bill Weaver, Paul Brunin and Jerry Gosnell. The building also houses a trainman's locker room.

According to Ken Tinker, "the line is now equipped to provide vastly improved service to our growing number of shippers." The CCT employs an average of 50 people and maintains agencies at Fruitridge, Stockton, and Lodi.

The railroad owns four diesel locomotives and has its own train crews, bridge and building, maintenance of way, signal and clerical personnel.



Agent Martin A. Melish



Clerk Jerry Gosnell



Clerk Paul Brunin



Clerk Bill Weaver

The opening day celebration of the new office in Fruitridge last year was well attended by the press and representatives of nearly 200 shippers and railroaders.

The president of CCT, R. L. Walker and L. D. Michelson, then president of Sacramento Northern and Tidewater Southern, representing Western Pacific, were on hand along with many other civic and business leaders from the Sacramento-Stockton area.

Newly painted engine 50 was displayed and run for photographers and the media. A traditional seal cutting ceremony took place with CCT President Walker doing the ribbon snapping.



Susie Melish, CCT clerk at Lodi, pauses with Otto Klitgaard who retired after nearly a half century of service as CCT Sales Representative.



# CENTRAL CALIFORNIA TRACTION COMPANY

5001 FLORIN PERKINS RD.



In addition to the new paint job for the locomotives and cars the Traction Company moved into new offices at 5001 Florin Perkins Rd.

Robert W. Walker (with microphone), CCT president and vice president-executive representative of Santa Fe Railway at San Francisco, officiated at the brief opening ceremonies. He was joined by (left to right) George E. Farosich, traffic manager-Central territory of Southern Pacific, L. D. Michelson, then president of Sacramento Northern and Tidewater Southern representing Western Pacific, and Kenneth J. Tinker (right) CCT General Manager. Following his remarks, Walker cut



the seal on a mockup of a freight car door locking device (in lieu of a ribbon cutting) and guests enjoyed coffee and sweet rolls as they inspected the interior of the new facility.



Dennis Johnson (in cab) looks on as General Manager Ken Tinker and Master Mechanic Bob Cowger inspect #50's new paint job.

Dennis Johnson and Charlie Sherrick model CCT Safety Jackets prior to grand opening as Howard Menking looks on.



The CCT's new handcarved sign.



At the end of a busy day in May 1974 photographer Dave Stanley snapped this interesting time exposure of engine #50 with train and #42 with caboose 26 in the Fruitridge yard.

## WP Reflects on Safety



At the beginning of summer 1974, a small ceremony was held at the east end of WP Stockton yard which marked the beginning of a new safety program. Bruce L. McNeil, Engineer-Signals and Communication, places the first reflectorized tape on signal pole while Glen M. Metzdorf, Transportation Superintendent (1974), J. H. Belmont, Road Foreman of Engines, and G. I. Patterson, General Chairman, Brotherhood of Locomotive Engineers, look on.

A flashy idea from the office of Jim Brown, director-rules and safety, is helping engineers to navigate the foggy Bay Area and Central Valley trackage.

Reflectorized tape, cut to a six by six diamond shape and mounted eight feet high on the signal mast will blink in the reflected light of an oncoming engine to let the engineer know a signal is there.

Started over a year ago, this fog-safing of signals is progressively being carried out along the main line from Oakland to Oroville by signal maintainers.



Signal Maintainer, Gary Patch, applies safety tape on signal pole on WP's main line near downtown Oakland.



A local westbound WP freight is the first to run by this signal standard with an additional "design" for safety. Note the reflectorized

tape is at the same height as the engine's headlight.

## Emergency Food for Honduras

The county of Sacramento recently sent forty tons of emergency food to Honduras in the wake of destruction left by September's Hurricane Fifi which killed thousands and left an estimated 100,000 homeless last fall.

The food, a surplus of federal civil defense supplies, was forwarded last

November through the volunteer efforts of inmates of the Rio Consumes Correctional Center, fire fighting personnel from the city of Sacramento and other fire districts, and a donation of the facilities of the WP. Coordination between the WP, the Rio Grande and Missouri Pacific delivered the car to dockside in New Orleans.

Food is loaded aboard box car for the homeless in Honduras. WP provided the car and transportation and thanks to the operating department who arranged for through transportation with the D&RG and Mo-Pac direct to a waiting ship at the Port of New Orleans.





## Safety Poster

Many thanks goes to locomotive engineer Robert Turner of Portola, California, for his time and effort for WP's safety program. He designed and painted the original poster which has been reproduced here for MILEPOSTS. We all hope Bob's poster will remind us to always think about safety.

If you have any ideas that might be included in WP's safety program, we would very much like to hear from you. Just drop a note with your suggestions to Jim Brown, director rules and safety, Western Pacific Railroad, San Francisco. And thanks for thinking about it.

## Safety Awards Presented

Western Pacific Transport Company presented "Safety Award Jackets" to fifteen safe drivers in the Oakland and Salt Lake City terminals, during the Fall of 1974. The winning drivers were Jerry Martin, Howard Lewis, Augie Trejo, Wes Tamborski, Fred Irons, Larry Vardenega, James Howard, Larry Vardenega, Wes Tamborski, Fred Irons, Bill Pratt, and Jon Undean at the Oakland Terminal. The winners at Salt Lake City were Gary Proctor, Phil McCoy, and Ted Beekweg. Congratulations to winning drivers who prove every day that it pays to be SAFE.



## WP Transport Co. New Stockton Office

Western Pacific Transport Company, the wholly-owned truck line subsidiary of the Western Pacific Railroad Company, has begun operations in the Stockton area with a terminal at 833 East 8th Street. This new service by company-owned trucks is a first for the WP which began operation in Stockton in 1909. George Weaver, a veteran Stockton area trucker, has been appointed Terminal Supervisor. Stan Meadows and William Lutz have also joined the company.

A train, the "TOF" Special, leaves Oakland nightly for Salt Lake City and makes its only stop at Stockton for terminal pickup. This Trailer-on-Flatcar train offers second-morning service to Salt Lake City and third-morning service, through a connecting railroad and truck line, to Denver. The WP is presently negotiating with local

trucking firms to provide service to additional points in the Central Valley.

Western Pacific Transport will also offer less-than-trailerload (LTL) service to the Stockton area. LTL shipments are consolidated in 40-ft. trailers. Both truckload and LTL shipments are loaded on flatcars to move out the same night.

C. P. "Pete" Blaskowsky, who is in charge of sales in the Stockton area for the company, stated that "the trucking company was formed to obtain greater participation in the rail transportation of highway trailers and containers. We are also offering a new service, less-than truckload, with door-to-door delivery. The motor transport company gives us greater flexibility in offering expanded intermodal service to shippers and will bring new business to our line."



John J. Gray



Lee P. McLaughlin



Horace W. Lohmeyer



R. E. Kostner



Glen M. Metzdorf



R. L. Meyer

## Appointments

### WP Transport Co.

John J. Gray was appointed president of the Western Pacific Transport Company effective December first. He replaced the retiring Burt J. Cardwell.

John joined the WP in February 1972 and was made general manager of the transport company in July of '73. He is a native of Boise, Idaho. He received a BA from Notre Dame in economics and his MBA from Stanford.

### Accounting

MILEPOSTS welcomes Lee P. McLaughlin as controller in WP's finance department.

Lee comes to the WP after a year with the Katy Railroad as assistant vice-president of finance; but previous to that position he served as V.P. of finance for the Central Railroad of New Jersey.

The University of Illinois is where Lee saw his college days and earned a B.S. in Accounting. Lee's finance experience has also been gained with positions at the Penn Central, Continental Can and the Ford Motor Company.

Here's to the hope that Lee, his wife Gaynelle and their three children, Pamela, Tyleen and Robert find the move and settling-in process a smooth and easy one.

\* \* \*

Effective November 1, 1974, Nelson Kennedy was appointed Manager-Car Accounting, vice Vernon W. Geddes who retired January 31, 1975. Story and pictures will appear in the next MILEPOSTS.

### Marketing

Horace W. Lohmeyer has been appointed Sales Manager at the Reno, Nevada sales office. A native of San Francisco, Horace's entire career since August 1950 has been with WP. He entered the marketing department in November 1957 as consist clerk, became sales & service clerk, and was staff assistant for a training program. He became chief clerk at Oakland in July 1963 and sales representative in August of that year.

Horace was a member of the Oakland Traffic Club's board of directors for two years and more recently held the position of 2nd vice president of that organization. He was also a board

member of the S.F. chapter of the National Defense Transportation Assn.

Horace is an avid golfer and is aiming for a par score at the Reno links.

\* \* \*

R. E. (Bob) Kostner has been promoted to sales manager at WP's Los Angeles agency as of February first.

Bob brings 24 years of rail and freight forwarder experience to his new position. He is active in and a past president of Delta Nu Alpha Transportation Fraternity #161 and the Los Angeles Freight Agents Association.

Bob makes his home with wife Ginny, 13 year old son Kenny, and 12 year old daughter Diane in the City of Orange.

### Transportation

Glen M. Metzdorf, W.P.'s Transportation Superintendent in Sacramento, has been appointed to Superintendent of the Sacramento Northern & Tidewater Southern Railway.

A native of Kansas, Glen's entire railroad career of 37 years has been with the W. P. Sacramento has been Glen's and Margaret's home since 1971, when he was transferred down from Keddie. He's a hunter, golfer, and fisherman when he gets the chance. His three children, Glenda, Glen, and Gary have made him a granddad four times so far.

We are pleased to inform our readers of the advancement of native Californian R. L. Meyer to the position of Transportation Superintendent in Sacramento. Born in Redding, Dick's W.P. career goes back twenty years to his days as a switchman in Stockton. He moved up to the yardmaster's position there and later worked as a trainmaster in Milpitas, Oakland and then back to Stockton.

Dick is a Navy vet and a bowling enthusiast. He should find lots of competition in that sport from folks in the capital city. Congratulations Dick!

\* \* \*

As of February 1st, manager-operations planning Charles P. Hughes was promoted to the position of manager-transportation.

A graduate of Manhattan College in Business Administration in 1954, Charles has been a railroader from the outset of his career. After nine years with Penn Central he came to the WP two years ago. His newly created position has jurisdiction over car utilization and quality control in addition to the department's computer reporting operation.

Charles, his wife Dolores and children Marybeth 12, Christopher 11, Cynthia 9, Kevin 8, and Stephanie 2, live in San Ramon.

## Chief Surgeon



Dr. Robert B. Green

Dr. Robert B. Green has been appointed Chief Surgeon of the Western Pacific Railroad Company, effective August 1, 1974, following the resignation of Dr. Max E. Childress to teach at a university in Vietnam.

Dr. Green is a Diplomate of the American Board of Surgery and a Fellow of the American College of Surgeons. He is also an assistant Clinical Professor of surgery and lecturer in anatomy at the University of California, San Francisco Medical Center.

He has practiced surgery and adolescent medicine since 1950. He is a member of the San Francisco Medical Association, the American Medical Association and Naffziger Surgical Association.

He is married to the former Janice Tuckey and has two sons: Lawrence in the U.S. Navy and Robert in business in San Francisco.



Dr. Max E. Childress

Dr. Max E. Childress has resigned at Chief Surgeon of WP to accept a two year teaching contract in surgery at the University of Hue, in Hue, Vietnam.

He's been WP's chief surgeon since 1965.

Childress served a tour of duty as volunteer physician in 1972-73 as consultant in surgery to Provincial Hospital at two locations in Vietnam.

Childress graduated from McGill University Medical School (Montreal, Quebec) in 1940 with a M.D., C.M. degree.

He interned at Gorgas Hospital in Panama Canal Zone in 1940-41.

He began private practice in San Francisco in 1955.

Childress and his wife, Jane Kingdon, have two children: Diana, who has a Ph.D. degree in genetics and Kirby, who graduated from the University of California in Santa Cruz.

## APPOINTMENTS

### Personnel

The following appointment was recently announced by Manager-Personnel A. P. Schuetz:

W. E. Christman appointed to position of Assistant Manager-Personnel, San Francisco.

### Executive

At the November 13th meeting of the Board of Directors, Robert G. Flannery, President, was elected to assume the additional duties of Chief Executive Officer effective January 1, 1975.

Alfred E. Perlman, who attained 72 years of age on November 22nd, will remain as Chairman of the Board.

## Operating

Effective September 1, 1974, R. C. Gazlay, Jr., was promoted to Assistant Chief Timekeeper vice W. A. Thorpe, retired.

Effective January 1, 1975, Mr. C. T. Mallory is appointed Chief Train Dispatcher, for the Western Pacific, Sacramento Northern and Tidewater Southern railroad Companies, vice J. L. Geist, retired.

Effective February 1, 1975, Mr. E. P. Broderson, District Special Agent-Oakland retired after 36 years of service. Mr. J. J. Boes is appointed Assistant Special Agent-Oakland. Mr. R. L. Saracino is promoted to District Special Agent-Stockton.

## Western Division

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

P. E. Scott is appointed District Agent, Sacramento. He will also have jurisdiction over agencies at Woodland and Pittsburg, Ca.

R. C. Clark is promoted to Assistant Supervisor-Crew Center, Stockton.

D. L. McNearney appointed Assistant Trainmaster-Agent, Oakland.

L. B. Shields appointed Assistant Trainmaster-Agent, Fremont.

H. Hayes appointed Assistant Trainmaster-Agent, Portola.

D. L. Mitchell appointed Assistant Trainmaster-Agent, Milpitas-San Jose.



**Front Cover Picture**  
The Central California Traction Company locomotive #50 heads a two car train sporting the new "Traction Red and White" paint scheme for the opening of the new CCT offices at Fruitridge, Ca.



# Service Pin Anniversaries

## November-December 1974

### 45-YEAR PIN

Lawrence L. Elliott ..... Section Foreman ..... Eastern Division

### 40-YEAR PIN

J. Laughlin ..... Conductor ..... Western Division

### 30-YEAR PINS

John F. Bass ..... Switchman ..... Portola  
 Lee Dugger ..... Hostler Helper ..... Stockton  
 M. Jones ..... Conductor ..... Western Division  
 Maxine H. Naisbitt ..... Transportation Clerk ..... San Francisco  
 Elmar Williamson ..... Mechanical Foreman (\*) ..... San Jose

### 25-YEAR PINS

John T. Chavez ..... Welder Helper ..... Western Division  
 Irrell D. Stahl ..... TCS Maintainer ..... Doyle, Ca.  
 Berrett E. Wright ..... Switchman (\*) ..... Elko

### 20-YEAR PINS

Anaya ..... Laborer ..... San Jose  
 A. Beeman ..... B&B Carpenter ..... Western Division  
 A. Esquivel ..... Extra Gang Foreman ..... San Francisco  
 C. Roblyer ..... Conductor ..... Western Division

### 15-YEAR PINS

Frank O. Bristow ..... Hostler Helper ..... Sacramento  
 Andrew Kinicki ..... Superintendent-Train Operation (\*) ..... San Francisco  
 R. McElheny ..... General Manager Pricing Service ..... San Francisco

### 10-YEAR PINS

Anaya ..... Track Laborer ..... Milpitas  
 M. Burch ..... Diesel Foreman ..... Oroville  
 M. Dyer ..... Car Order Clerk ..... San Francisco  
 William T. Gower ..... Lineman ..... Stockton  
 Frank C. Jordan ..... Lineman ..... Wendover  
 A. Parks ..... Carman ..... Sacramento  
 A. Pettit ..... Yardmaster ..... Portola  
 A. Quinn ..... Locomotive Engineer ..... Portola  
 A. Santos ..... Section Foreman ..... Dielle, Ut.  
 Valencia ..... Diesel Foreman ..... Stockton

Note: (\*) Actual month—October 1974.

Notice: Service Pin Anniversaries for 1975 will appear in the next issue of MILEPOSTS. 10 months of January thru August,

# They Have Retired



Walt Treanor plays host to a grand evening honoring the retirement of "Mike" Michelson. Here Walt presents "Mike" with a token of appreciation from his many fellow employees while Vera Michelson and Mr. and Mrs. Jim Brown (left) look on.

### L. D. "Mike" Michelson

The retirement of Leland D. "Mike" Michelson from his position as President and General Manager of Sacramento Northern & Tidewater Southern Railway was marked by an honorary dinner held by his fellow employees and personal friends at the Woodlake Inn in Sacramento.

Mike was born July 5, 1914, in San Francisco. His father, A. P. Michelson, was a chief dispatcher for the Railroad until his death in February, 1942. Mike joined the W.P. in 1928, and has been crew caller (while attending Elko High School), cashier, agent, and chief clerk at Elko. After one and one-half years as auditor of payroll at San Francisco, he returned to the operating department as acting trainmaster at Salt Lake City in 1951. During the next seven years he served as trainmaster, terminal trainmaster, assistant superintendent, superintendent and general superintendent, all for Western Pacific. He became head of the SN and TS railways in December 1969. He attended the Advanced Management Program at the Harvard University Graduate School of Business Administration in 1963.

Mike was married to Vera McKnight in Elko, Nevada in 1934. They have a daughter, Barbara, now Mrs. Ronald Nicholls, and three grandchildren. Best wishes for a long and happy retirement go to "Mike" and Vera at their home in Sacramento.



Mike and Vera Michelson look over some of the interesting and colorful gifts just presented. They included a photo and model of one of SN locomotives.

### Kenneth V. Plummer, Jr.

Kenneth V. Plummer, Jr. has retired, effective the first of February, from his final position with WP as sales manager in Reno.





Kenneth V. Plummer, Jr.

Ken came to WP shortly after his return from the war in Europe, where he served in the famous 82nd Airborne.

Beginning in the transportation department as supervisor of perishable service, his career spanned 27 years.

In 1963 Ken was promoted to superintendent of transportation, advancing in 1971 to general superintendent of transportation. His recent years have seen him as director of customer services in the sales force.

Ken served as president of the Pacific Railway Club in '72 and treasurer of the Pacific Coast Shipping Advisory Board that same year. He had been chairman of committees for both of these organizations on many occasions.

He and his wife Ethel have a daughter, Mrs. Susanne E. Jensen, and two grandchildren, Kirsten 8, and Martha 7.

Their home is now on the California side of Tahoe's south shore.

#### J. F. "Joe" Hamer

Joseph F. (Joe) Hamer went out of business this past year and will definitely be missed in the marketing department as well as elsewhere in the W.P.

Joe's 39 year career with the company has bounced him back and forth between San Francisco and Los Angeles time and again. First in passenger service and, after 1957, an appointment as district sales manager for Southern California kept Joe doing what he does best—bringing people together in business. Hopefully Joe's still at it, but now getting together for fun.

His brand of fun runs from dancing with his wife, Charlotte, to bowling, remodeling homes and swimming.

Joe and his wife are now living at 2200 Pice Valley Blvd., Walnut Creek, Ca. 94595.



Among the many well wishers who attended Joe Hamer's mid-morning coffee were (left) Barbara Redmond, Krish Chopra, "Joe," Joy Hou, Foloravelle De Souza, Bill McGrath and Barbara Toler.



Ed O'Neil (left) receives congratulations and a brass plated spike and plaque from Bill Reid, of the Brotherhood of Railway Clerks at his retirement luncheon. Ed's lovely wife Norma shared in congratulations along with 70 other people.



Clerk Pat Montana (standing right) was very pleased to see so many of her fellow employees at the retirement luncheon in her honor. Natalie King, Manager-Payroll Accounting, presents Pat with a Certificate of Appreciation from the Company as George Bowers and Betty Hupman look on.

In the Fall of 1974 Western Pacific's General Office Accounting Department hosted six retirements of employees with long standing service. MILEPOSTS would like to take this opportunity to extend best wishes and a most happy retirement to the following: Clerk Pat Montana with 31 years

service; Clerk Inez Guadagnini with 31 years service; Chief Clerk John Sandstrom with 46 years service; Clerk Vincent Howard with 45 years service; Clerk Ed O'Neil with 33 years service; and Clerk Frank Calnan with 38 years service.



Clerk Frank Calnan raises his hand to signal the start of his retirement coffee and cake get together. Among those who came to wish him all the best were (left) Ruth Stone, Marie Bowers, Joe Hahn, John Etchebehere, Frank Calnan, Marge Bischoff, Mildred Cox, Louise Zatarain, Mildred Naughton, and Harold Meeker.

The Revenue Accounting Department had a triple retirement coffee for Chief Clerk John Sandstrom, Clerk Inez Guadagnina and Clerk Vincent Howard shown here receiving congratulations from George Welch, Manager-Revenue Accounting.



*Raymond L. Ackeret*, lead carman, Oakland, 45 years, 3 months.

*Gordon J. Addis*, engineer, Sacramento, 47 years, 1 month.

*Ralph Aiello*, locomotive engineer, Salt Lake City, Utah, 37 years, 4 months.

*Howard D. Atkinson*, engineer, Stockton, 38 years, 4 months.

*Harold E. Aul*, signal maint. foreman, Winnemucca, Nevada, 31 years, 2 months.

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

*Eugene H. Beitel*, conductor, Salt Lake City, Utah, 46 years, 2 months.

*Joe D. Blackmore*, engineer, Stockton, 37 years.

*George M. Blackwell*, track foreman, Keddie, 21 years, 6 months.

*Vergil A. Bright*, carman, Oakland, 35 years, 10 months.

*Francis T. Calnan*, statistical clerk, San Francisco, 38 years, 1 month.

*Marion T. Clark*, clerk, Elko, Nevada, 39 years.

*Alex L. Chapman*, steel gang foreman, Quincy, 27 years.

*Frank J. Coleman*, diesel foreman, Elko, Nevada, 32 years, 6 months.

*Antonio P. Contreras*, laborer, Oakland, 27 years, 10 months.

*Dorothy G. Davidson*, assistant rate clerk, San Francisco, 30 years.

*Edgar A. Dobbins*, engineer, Oakland, 21 years, 9 months.

*Vester A. Edwards*, locomotive engineer, Oakland, 26 years, 8 months.

*Elmo W. Epps*, switchman, Oakland, 27 years, 7 months.

*Augustin Esquibel*, laborer, Eastern Division, 25 years.

*Edward H. Field*, store helper, Sacramento, 34 years, 2 months.

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

*Prisiliano Garcia*, laborer, Sacramento, 12 years, 4 months.

*Lawrence Gerring*, clerk, San Francisco, 38 years.

*Raymond E. Gervais*, conductor, San Francisco, 31 years, 1 month.

*Carl A. Grauvogel* agt-telegrapher, Winnemucca, Nevada, 37 years, 1 month.

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

*Edward M. Hawkins*, section stockman, Sacramento, 31 years, 1 month.

*Elizabeth S. Helmick*, clerk, San Francisco, 31 years, 8 months.

*Arthur J. Heckala*, engineer, Portola, 38 years, 3 months.

*Charles L. Higley*, section foreman, Elko, Nevada, 42 years, 3 months.

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

*Lincon A. Hupp*, agent, Turlock, 27 years, 10 months.

*David G. Hutchinson*, asst. div. eng., Quincy, 44 years, 8 months.

*Freeman E. Jones*, car inspector, Milpitas, 27 years, 3 months.

*Robert G. Jordan*, switchman, Stockton, 23 years, 8 months.

*Gaylord E. Kennett*, machinist, Oakland, 21 years, 1 month.

*Donovan M. Langston*, switchman, Oroville, 35 years, 9 months.

*C. W. Lawless*, switchman, Stockton, 31 years, 5 months.

*Lawrence J. Levis*, accountant-revenue acctg., San Francisco, 27 years, 8 months.

*Ruben M. Martinez*, car inspector, Oakland, 5 years.

*George W. Matthews*, conductor, Marysville, 22 years, 3 months.

*William E. Meyers, Jr.*, engineer, Portola, 38 years, 4 months.

*Jack W. Miller*, loco. engr., Sacramento, 26 years, 9 months.

*William R. Miller*, dispatcher, Redding, 19 years, 2 months.

*Juan R. Modesto*, B&B carpenter, Stockton, 12 years, 8 months.

*Patricia J. Montana*, payroll clerk, San Francisco, 30 years, 7 months.

*Manuel J. Morris*, pipefitter, Stockton, 15 years, 4 months.

*Teresa V. Murphy*, compt. opr. supervisor, San Francisco, 30 years.

*Allen E. O'Connell*, locomotive, Oroville, 32 years.

*C. Eugene Rowe*, crew clerk, MILEPOSTS Correspondent, Portola, Reno, Nevada, 30 years, 7 months.

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

*Anthony F. Scullion*, switchman, Sacramento, 37 years, 7 months.

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

*Herschel S. Sims*, car insp., Stockton, 32 years.

*L. I. Singley*, switchman, Oroville, 32 years, 6 months.

*Othel A. Smith*, clerk, Yuba City, 6 years.

*Charles Sullivan*, laborer, Elko, Nevada, 23 years, 6 months.

*Albert B. Tedd*, clerk, Oroville.

*Edmond A. Tibbedeaux*, engineer, Stockton, 39 years, 3 months.

*Wilford A. Thorpe*, clerk, San Francisco, 33 years.

*Edwin L. Wemmer*, loco. engineer, Sacramento, 37 years, 10 months.

*Delmer Williamson*, mech. foreman, San Jose, 30 years.

*Matthew G. Willoughby*, clerk, Milpitas, 36 years, 6 months.

*James A. Wherland, Jr.*, train dispatch., Sacramento, 38 years, 1 month.

**SAFETY** has no Quitting Time!



ACT SAFELY ON OR OFF THE JOB!

## 1974 was a Great Year for KQED-TV

A retired, baywindow caboose, donated by WP, found a happy home with a Salinas produce businessman at last summer's KQED Auction.

The wooden car generated "wild and enthusiastic bidding," said Linda Cohen, Auction Director. The \$3,400.00 paid by high bidder, Paul England, tipped Auction receipts over the \$500,000 mark.

The car was one of only six wooden WP cabooses now being gradually decommissioned by steel baywindow cars. The remaining five at the Sacramento and Oakland yards are used just for local runs.

Caboose #649 was built in 1916 as a boxcar. Due to a war-time need, it was rebuilt in 1943 as a caboose in the Sacramento Shop.

The title papers were signed and presented by John Dullea, San Jose district sales manager to Paul's wife, Sherry, on August 1.

The event occurred at a team track in San Jose while the England's three boys and two neighbor children ecstatically attacked #649.

The caboose was taken from temporary storage in Milpitas to that point on WP track closest to the England's home in Salinas. From there, a Southern Pacific train took it the rest of the way and finally settled it by crane into the England's back yard where it is now viewed by them as a future cabana.

The idea and coordination of the donation to KQED was Chuck Faye's, retired Asst. V.P.-Sales.



Three England children and two neighborhood friends voice their approval as John Dullea (center) turns over the caboose's "pink slip" to Mrs. Sherry England while Chuck Faye (left) and Art Allen look on.



While Mrs. England and John Dullea and party inspect the outside of caboose #649 the children make their own complete inspection of

the inside . . . they will be the envy of their neighborhood.

## WP GOES TO THE RESCUE

On February 17, after a heavy snowfall, Western Pacific Railroad crewmen Curtis D. Jones, Marvin Harris, Walt Stepp and Al Villapando helped move in a week's supply of food to 20 boys and staff members snowed in at Mayo Ranch School. The school is located near Pulga station in the Feather River Canyon some 32 miles east of Oroville.

Chris Aadnesen, terminal superintendent at Oroville said, "A 200 yard avalanche had blocked the narrow road to the ranch off highway 70. The telephone lines were still intact, so the school staffers called for help. The

only way into the area were the rails," Chris said.

A WP train brought a week's supplies up the canyon to Pulga station where the food was transferred to a WP high railer and moved within a mile and a half of the ranch. The youths from the ranch carried the supplies the rest of the way.

The ranch school remained isolated for several days until a back road could be plowed to allow vehicles through.

MILEPOSTS salutes the WP men and women who gave this story a happy ending.



**Photo Album (#5) "The Royal Gorge"**

The place was Portola, California in the Feather River Canyon. And the date was August 13, 1949 when the camera of Guy Dunscomb caught the morning arrival of Western Pacific's passenger train #2, "The Royal Gorge." Heading a long string of Pullman green day coaches, sleeping cars, diner and baggage cars is WP locomotive #483. #483 was one of six 4-8-4-type engines delivered new to the WP in 1943.

They were built by the Lima Locomotive works at Lima, Ohio. Locomotives 481 thru 486 were assigned to freight or heavy passenger service to suit current conditions. They occasionally were used on the "Exposition Flyer" until it was replaced by the California Zephyr in March, 1949. In 1953 at the youthful age of 10 years, the last of the WP's 4-8-4-type engines was retired and sold for scrap, replaced by the diesel. If you would like to relive the experience of seeing and hearing a giant 4-8-

4-type steamer, the newly restored ex-SP steamer #4449 may travel over the SP to Chicago via Portland-Sacramento-Reno-Ogden in June (1975). And it will return heading the "American Freedom Train" traveling south via Portland - Sacramento - Reno - San Francisco - Fresno-LA in November (1975). Enjoy!

Photo by Guy L. Dunscomb  
Editor Paul Gordenev



# Caboosing

OAKLAND  
Lu Wheeler



Best wishes goes to Clerk CALVIN F. HOUSE on his retirement on January 4th after 29 years 2 months service. A number of employees took Cal and his lovely wife Ruby out to lunch and presented him with a going-away gift. Cal also received the "Safety Award Certificate" from the WP at the luncheon.



R. J. (Bob) Mead makes presentation to Clerk Calvin House at his retirement luncheon accompanied by Calvin's lovely wife, Ruby.

Congratulations goes to Clerk W. B. (BILL) MCCULLOUGH on his retirement on January 17 with 33 years 9 months with WP. Best wishes also go

to W. L. "BILL" FIERRO who retired on January 24 with 22 years and 9 months.



Clerk Bill McCullough and Bill Fierro enjoy a break at a retirement luncheon in their honor.

We had a dual luncheon for them at the Elegant Farmer in Oakland. Employees presented Bill McCullough and Bill Fierro with presents and Safety Award Certificates from the Company.

All of us wish Cal, Bill McCullough and Bill Fierro a very happy retirement.

Congratulations to ROY WILLIAMS and his wife Carolyn Sue on their new addition to their family—a bouncing baby boy, named Roy Johnathon. He weighed in at 8 lbs. 11 oz. and all of 21 inches.

During this past winter, Oakland Chief Clerk DON CARTAGENA and his wife Emma visited Mexico and came back with many wonderful stories to talk about. Highlights of their trip below the border included a ride on the Metro (subway), a walk through the Museum of Anthropology and

watching the bull fights in Mexico City. They also made side trips to Taxco, Cuernavaca, Acapulco and the famous pyramids outside Mexico City.



Chief Clerk Don and wife Emma enjoy the life of leisure on their winter trip to sunny Mexico.

Congratulations to Compressor Foreman M. L. "Doc" Canfield on his 40th year with the WP without an on duty personal injury. Doc came to work for the WP on May 2nd, 1934 and was promoted to Compressor Foreman February 1st, 1959 in Oakland.



W. H. Holt (left) Supervisor of RWE Shop, Oakland, presents Compressor Foreman M. L. "Doc" Canfield with his 40 year service pin.

Best wishes and happy retirement to Car Inspector Virgil Bright who recently retired after 16 years of service. Congratulations and best wishes to Lead Car Inspector R. L. Ackeret who recently retired after 45 years service with the WP.



"Ready for the good life" is Inspector Virgil Bright on his last day at the Oakland Yard.



Irma Piver wishes all the best to Lead Car Inspector Ray Ackeret. Irma has worked with Ray for over 30 years.



The daylight crew at the Oakland yard pause for a moment to take a group photo.

## STOCKTON



Elaine Obenshain, Wm. H. Lane

Congratulations and best wishes for a long and happy retirement to Conductor **KENNETH W. CRAIG** who retired January 8, 1975 with 33 years 6 months' service with the Western Pacific.



Conductor Kenneth W. Craig at the end of his last run.

Considerable excitement and happiness was engendered in the Gage homes by the birth of Rebecca Ruthanne on December 30th, joining brothers Eddie, Billie, David and Michael. The 7 lb. 1½ oz. miss, the first girl born with the Gage surname in 25 years, is the daughter of sales representative and Mrs. P. E. GAGE and granddaughter of Chief Clerk and Mrs. B. N. GAGE.

Our deepest sympathy to the family of retired engineer **GEORGE W. WOODS**, who passed away November 7, 1974.

Clerk **MIRIAM L. WEBB** retired January 16, 1975 with 28 years 7 months service. She was honored at a luncheon by Clerks **BARBARA MOFFITT**, **VELMA PRENTISS**, **SANDY STERNI**, **ELAINE OBERSMAN** and **J. W. GRAHAM**. An attractively decorated cake was also served to fellow employees in

the office. On February 14th the **BARC** held a retirement dinner in her honor. **Miriam and Jack** (retired conductor **JOHN M. WEBB**) plan a vacation trip to Mexico this Spring. We all wish them a long and happy retirement.



Among the well wishers at Clerk **Miriam Webb's** coffee were (left) **J. W. Graham**, **R. D. Cox**, **H. K. Reese**, **B. N. Gage**, **P. E. Parmenter**, and **E. P. Miller**.

Congratulations to retired engineer and Mrs. **FRANK F. LEMON** who recently celebrated their Golden wedding anniversary. Frank and his lovely bride to be eloped to Modesto and were married on August 17, 1924. They have lived their entire married life in Stockton. All the best to the Frank Lemons.

Editor's note: We are very sorry to have omitted two lines in the last issue from the following item:

Congratulations are extended to **Janice Elaine Parmenter**, daughter of Clerk and Mrs. **PAUL E. PARMENTER**, and **John Gary Verkerk** who were married June 15, 1974. The home of the groom's parents, Mr. and Mrs. **John J. Verkerk** was the setting for the wedding and reception. **Janice** graduated from **Stagg High School** and **Delta College** and is attending **Sacramento State University**. **John**

graduated from **Stagg High**, **Delta College** and **Fresno State University** and is employed as an engineering technician on **Rough and Ready Island**.



SACRAMENTO  
Lola Landerman

The female voice trainmen and engineers are hearing over the dispatcher phone these days belongs to **KATHY ARNOLDSEN**, who recently completed her training as a train dispatcher, a first for Western Pacific. **Kathy's** husband, **Glade**, is currently working in Sacramento as a Train Dispatcher also. Both **Glade** and **Kathy** worked at a number of offices as operators before becoming dispatchers.

**JIM WHERLAND** and **BILL MILLER** retired from service as train dispatchers the latter part of 1974. **Jim** had worked for the Western Pacific for 29 years, most of this time as a train dispatcher. His first service was at **Keddie**, and he moved to Sacramento when the two offices were consolidated. **Bill** worked for Western Pacific a total of 18 years, his first service being at **Elko, Nevada**. Consolidation brought him to Sacramento. Our best wishes for many years of happy retirement go to both **Jim** and **Bill**.

Avid bowler **GLENN FROST** recently rolled a three game series of well over 600. Good going, **Glenn**. Keep it up and we will look for you on "Celebrity Bowling!"

Proud grandfather **ED EVERS** will whip out snapshots of his grandson and granddaughter with the slightest

bit of encouragement—or without any encouragement at all! As those of us who have seen these beautiful children can attest, **Ed** has every reason to be proud.

The good hands of 12 year old half-back **David Cocreham**, son of WP employees **GERRY** and **ARTIE COCREHAM**, made all the difference in the Sacramento Junior Regional Football championship game last fall.

**David** completed the lone touchdown in the game on a pass and 47-yard run, winning the first championship for his team the Carmichael Colts.



**Dave Cocrehan** shows the winning form that helped his team, the Carmichael Colts, win their first championship.

It was good to see **ELIZABETH HELMICK** recently looking just great. Obviously retirement is agreeing with our erstwhile "fastest file clerk in the west."

**JEANNE GOSNELL** is just a shadow of her former self these days and looking wonderful, thanks to a good diet and lots of will power.

Trainmaster "**JAKE**" **JACOBS** wishes to express his appreciation to the men in the Sacramento Yard for their greatly improved safety record. He is

justifiably proud of their "safe and sound" methods of working.

DOROTHY SMITH was honored at a surprise party recently on the occasion of her (no numbers, please) birthday. Not only did everyone in attendance at the bash, held at Mansion Inn, have a ball, but the beautiful blonde made a big haul.

Another party recently was the brainchild of MIKE ROOT—we celebrated the demise of the Sacramento Chapter of the Demurrage and Bill Centers. There was plenty of food, drink and good fellowship for the twenty in attendance, and real swing-in' time was had by all.

ROSEMARY and BERNIE LONG have a new edition to the family—Suzie, a miniature edition of Man's Best Friend!

We were sorry to learn of the recent death of retired Signal Supervisor LOWELL B. CARTER, who retired in July of 1961 after many years of service. We extend our sympathies to his family.

## SACRAMENTO SHOPS

Herman F. Schultze



Congratulations and a long retirement to Boilermaker C. P. ROLFE. After some 44 years of railroading with the Western Pacific, working at Oakland, Stockton, Keddie and Sacramento Shops, Charlie now intends to do a lot of fishing. Funny thing, though, in all his years of railroading, he had no reportable on-the-job injuries, but did suffer a broken rib . . .

while fishing in his boat. Better let those big ones get away, Charlie.



Car Foreman C. Linch (left) and Blacksmith T. Bamford extend best wishes to retiring Boilermaker Charlie Rolfe.

Irene Bennett, wife of retired Blacksmith C. C. BENNETT, again rang in the New Year in her usual style. At age 87, with a bell in each hand, Mrs. Bennett rang a New Year's wish to all her friends at midnight New Years eve. She has been doing this each year since 1917, using the same bells that were given to her by two unknown acquaintances on New Year's eve 57 years ago.



The bells are ringing loud and clear as Irene Bennett brings in good cheer.

Our best wishes for a speedy recovery to Store Helper BRUCE STILLWELL recovering from an operation.

Did you know that Machinist RAY RETALLIC, Electrician ED STEUBEN and Carman E. BROCKETT are all competent organists? Maybe we can get them to give a concert sometime!

John R. Cabrera, son of Electrician JESS D. CABRERA, graduated last November after 11 weeks of rigorous training at the Sacramento Law Enforcement Training Center's police academy. His training consisted of 700 hours of classroom instruction and nine weeks of strenuous physical testing daily. Defense tactics and gun marksmanship were highly emphasized. John feels that this academy has to be the finest of its kind in the U.S. because of the professional attitude and quality of the instructors, and he is proud to be a graduate. Presently John is a patrolman with the Sacramento Police Department. He is a graduate of California State University, Sacramento with a B.A. degree in criminal justice. He wants to obtain a masters degree and teaching credential. John's ultimate goal is to become an F.B.I. agent.



Electrician Jess Cabrera with his son, John, after John's graduation from the police academy.

## ELKO

Henry Wallock

Congratulations to Master Mechanic R. C. "BUD" FURTNEY and Car Foreman J. C. HASTINGS and the men of Elko Car Department for recently passing the 1000 day mark without having a reportable injury. Understand a steak dinner for the men and their wives is in the offing soon for their accomplishment and further surety that "Safety Does Pay."



The men of the Elko Car Department proudly pose for a picture in front of the safety bulletin board which shows 1,000 days without a reportable injury. On April 20, 1975, they passed 1,000th day.

## SAN FRANCISCO

Ann McManus, Tina Phillips, Dora Prophet, Ruth Stone

The sixth floor again welcomed some new arrivals to San Francisco early in 1975. They were JOHN LONG, head of the Demurrage Department, his assistant DEAN COX, and Head Demurrage Clerk, ALMETA CROWDER, all from Sacramento. Also, from various bay area stations, the following demurrage clerks: DARYL JONES, MARILYN NILSSON and SAMMY WHITE. On Friday afternoons, if you're lucky, you may be treated to Almeta Crowder's spirited rendition of "Deep In The Heart of Texas."

Congratulations to director of train operations "MAC" MCMANUS for attaining a Green Belt in karate. His wife, Bea, has been his inspiration, and he figures that in a couple of more years he will be able to take her on at arm-wrestling.

Congratulations to Mr. and Mrs. JOSEPH STRAPAC on the arrival of the second little engine in the Strapac roundhouse: Ann Michelle.

# TOOT!



Delivery: October 4, at 10:59 a.m.  
Weight: Six pounds, 1/2 ounce  
Wheelbase: Twenty inches  
Capacity: A steady diet of love!

"Proud Papa" engineer L. T. CLARK stopped by the MILEPOSTS office to show off his new daughter Lee Ann, age six months. L. T., a veteran locomotive engineer from the western di-



L. T. Clark and Lee Ann pay Milepost's office a friendly visit.

vision has labeled Lee Ann as a future WP booster, and she didn't seem to mind a bit!

These are the Tuesday night cagers out for fun and aiming to stay in shape. WP general office employees make up all but one of this active quintet! They meet for two hours of play at the Chinese Recreation Center at 7:00 P.M. on Tuesdays. They're looking for more to join them, so if you're interested, contact big PHIL MARQUIS in the Transportation Department.



The "Tuesday night chargers" out for fun are (l. to r.) David T. Hayhurst, Gil T. Hayhurst, Phil R. Marquis, Gerald M. Plummer, Jack S. Wong and Ben Y. Lee.

## The Sport Of Mountaineering

While most of us were warm or roasting this past July 3rd, two Western Pacific mountaineering buffs were cooling it on top of Oregon's highest peak—11,325' Mt. Hood.

Superintendent of Train Operations Andy Kinicki of San Francisco, and W. P. Dispatcher Jim Wirick of Sacramento, were accompanied by fellow climber Danny Dobbins, also of Sacramento, on the climb of the dormant volcanic peak in the Southern Cascade Range.

Departing from Timberline Lodge, 30 miles east of Portland, after midnight, the three-man party made the summit by 9:00 a.m., averaging about 1000' of altitude an hour. The early take-off is necessary when climbing on ice and snow to beat the mid-day melt which causes, at the least, unsure

footing, and at the worst, high risk of avalanche.

Andy, Jim, and Danny encountered a 40°, 1,000' ice wall, which was the crux of their climb.

With gravity on their side and the prospect of a well deserved meal back at Timberline Lodge, the descent took only three hours. Much speed on the return was gained by use of the "glissade" technique, in which a climber controls his slide in a seated position down snow slopes, using the ice axe as a brake. In the ascent, winter climbers of high mountains use a roped belay to protect one another from falling.

Andy and Jim hope to be getting high on mountains in 1975, with an eye toward Greater Cascade Range peaks like 14,000' Mt. Shasta, 14,400' Mt. Rainier or Mt. Stephen in the Canadian Rockies.

The view from the top of Mt. Hood is almost breathtaking and as a matter of fact the air is a little thin at that 11,325 foot altitude. Here Andy Kinicki and Jim Wirick pose for pictures while looking down on the great state of Oregon.



### Caboosing . . . . .

Our very deepest sympathy to Fred A. Tegeler, Vice President-Administration, and family, in the loss of their wife and mother, Mrs. Nell Clark Tegeler on February 14, 1975 following a brief illness.

Our sympathy is extended to Marketing Rate Clerk Reginald W. Dunkley on the death of his father, R. W. Dunkley on February 28 in Burlingame, Ca. at the age of 77.



## New Railroad Retirement Laws

### Questions and Answers

Congress has enacted legislation to restructure the railroad retirement system effective January 1, 1975. The legislation was based on recommendations negotiated by a joint committee of railroad management and labor representatives. That committee was formed at the direction of Congress mainly for the purpose of recommending a plan that would put the railroad retirement system on a sound financial basis. In addition, the new law is intended to remove a number of inconsistencies from the previous law, preserve the existing equities of career railroad employees, and make certain improvements in the areas in which changes were needed most. To this end, the Railroad Retirement Act of 1974 represents a completely restructured system and introduces a two-tier type benefit along the lines recommended by a Presidential Commission on Railroad Retirement.

The following questions and answers illustrate the major changes made in the railroad retirement system.

1. *What is meant by a "two-tier retirement system"?*

The regular annuity consists of two components. The first tier of a railroad retirement annuity is an amount calculated in roughly the same way as social security benefits are determined and based on the employee's work both inside and outside the railroad industry. The second tier is a staff type benefit based solely upon the employee's work in the railroad industry. These two tiers are separate from a supplemental annuity and the so-

called "windfall" component described in subsequent questions.

2. *I am retired. All my work was in the railroad industry. How does this new law affect my railroad retirement annuity?*

You are guaranteed that you will continue receiving at least as much in benefits under the new benefit structure as you previously received.

3. *I am still working in the railroad industry and won't be eligible to retire until 1977. Will the annuity I get in 1977 be more, or less, as a result of this legislation?*

There is no one answer to this question that would apply to everyone. Most employees retiring in the three years after December 1974, will receive somewhat higher amounts. The amount of an individual employee's annuity depends on the amount of his earnings and railroad service, as well as the date he retires. Those retiring in the eight years following the changeover date of January 1, 1975, are guaranteed to receive no less than the amounts that would have been payable under the previous law, excluding social security benefits, because of a grandfather or savings clause.

4. *After the expiration of the eight-year grandfather clause, will the annuities awarded to future retirees be lower than those that would have been payable under the previous law?*

Not necessarily, since the tier I benefit provided by the new law's formulas will be adjusted automatically for cost-of-living increases, the same

way as social security benefits are increased following specified rises in the Consumer Price Index, and the Tier II benefit is subject to four smaller cost-of-living increases. While the annuities paid under previous law were also increased because of the rising cost of living, these increases in the regular formulas required legislation; they were not automatic. Also, the formulas provided by previous law included three increases aggregating 52 percent which were granted on a temporary basis only. The Congress had indicated that these increases could not be made permanent until the railroad retirement system was put on a sound financial basis.

In any case, employees retiring after changeover can benefit from the liberalizations in requirements for supplemental annuities, and their wives may benefit from changes in the requirements for spouse annuities. Survivor annuities were also substantially increased.

5. *What type of annuity increase will a retired employee get in the future?*

There are two types of annuity increases for retirees—one for each tier.

The tier I part of your annuity will be increased automatically under cost-of-living provisions as explained above. At present it appears the first such tier I increase will be effective in June 1975.

Starting in June 1977, the tier II part of your annuity was payable until age 65. Effective January 1, 1975, an employee with 30 years of service whose regular annuity begins after June 30, 1974, can receive a supplemental annuity as early as age 60.

However, employees who retired before July 1, 1974, and those with less than 30 years of railroad service must still be age 65, as in the past, be-

fore they can receive a supplemental annuity.

6. *What about wives' annuity age requirements under this new system?*

In 1975, a full spouse annuity is payable at age 60 to the wife of a retired employee age 60 or older with 30 years of service, if the employee's regular annuity began after June 30, 1974. Under previous law, every employee had to be age 65 before his wife could be eligible for a reduced spouse annuity at age 62, or an unreduced annuity at age 65.

For an employee age 62 to 64, with less than 30 years of service, whose regular annuity begins after December 31, 1974, the new law lowers the age required of such an employee for his wife to be eligible for a spouse annuity. In 1975, the employee need only be age 62 for his wife to receive a reduced annuity at age 62 or a full annuity at age 65.

If an employee meets the appropriate age requirements, his wife is eligible for an unreduced spouse annuity at any age when she is caring for a minor or disabled child, as under previous law.

7. *My husband retired a few years ago. Is there any change in eligibility requirements for me?*

The eligibility requirements for wives of 30-year employees who retired before July 1, 1974, and for the wives of 10 to 29-year employees retired before 1975 were not changed. Your husband must still be at least 65 years old and you must be at least 62 for a reduced annuity, or be age 65, or have a minor child or disabled child in your care, to be eligible for a full annuity.

8. *How are annuities for widows affected by the 1974 changes?*

Monthly benefits for the majority of widows and other survivors are increased effective January 1975. The formula for survivor annuities is increased to provide 130 percent of the amount social security would have paid if the beneficiary had been covered by that system. The previous social security guaranty (O/M) provided for only 110 percent.

9. *My husband and I are both career railroad workers. Under the old law, I was qualified for a railroad retirement spouse annuity based on my husband's railroad work as well as an annuity based on my own railroad work. Where do I stand under the new law?*

A female railroad worker may still qualify for a railroad retirement spouses's annuity as well as an employee annuity if either she or her husband had some railroad service prior to 1975. Neither have to be vested as of December 31, 1974, for both benefits to be payable.

10. *Are amendments to the new Railroad Retirement Act of 1974 expected in the next few years?*

No. In their negotiations railroad management and labor representatives agreed not to propose or support any further changes in the Railroad Retirement Act which would become effective before January 1978. However, any future liberalizations in social security benefits will, by law, automatically apply to railroad retirement beneficiaries.

11. *Are railroad retirement taxes being increased by this legislation?*

No, railroad retirement taxes on employees continue to be the same as social security taxes on employees. Neither are the retirement taxes employers pay increased by this legislation.

## 1974 Golf Tournament

The Western Division Golf Tournament and "Bronco Appreciation Day" picnic was held on June 1st, 1974 at Graeagle, California. The men's golf tournament took place at Graeagle Meadows Golf Club and the women "teeing off" was held at the Feather River Inn near Blairsden, Ca. Prizes were presented to the Ladies and the men. This photo essay of the day's events was taken by Chief Mechanical Officer, R. W. Mustard.



12. *Is the system no longer in danger of bankruptcy?*

It is anticipated that the changes in the benefit formulas, the reduction in dual benefits, plus the additional funds being provided by the federal government to pay the phase-out costs of the dual benefits, together, will place the railroad retirement system in a reasonably sound financial condition.

The Board's field offices are prepared to answer general questions about the effects of the new law, and leaflets will be made available as soon as possible for those interested.

Note to all "on line" WP employees: As information, the Railroad Retirement Board officers are located in San Francisco, Oakland, Sacramento and Salt Lake City, Utah.



## FIFTH RPI SCOUT SCHOLARSHIP GRANT COMPETITION BEGINS.

Railway Progress Institute Chairman Richard L. Duchossis, President, Thrall Car Manufacturing Company, has announced the beginning of the Fifth RPI Annual Scout Scholarship Grant Competition.

The *essay contest* in which participants write about a given topic concerning the railroad industry and publicize their findings is open to all active members of the Boy Scouts of America who have a merit badge in railroading. This year's subject is "Why are Railroads Important to the Nation?"

The first prize winner will receive a \$1,500 scholarship grant, the second place winner a \$1,000 grant, and the third place winner a scholarship grant of \$750. Ten runnersup will receive \$25 U.S. Savings Bonds.

The *deadline* for submitting entries this year is September 23, 1975. Rules and entry forms may be obtained by writing Railway Progress Institute, 801 North Fairfax Street, Alexandria, VA. 22314.

The top three winners will receive their awards on October 30 in Washington, D.C. at RPI's Annual Dinner where they will be guests of honor. They and their scoutmasters will receive all-expense-paid trips to the nation's capitol for the event.

Good luck scouts from MILEPOSTS.



## LOST: One Little Red Caboose

Supervisor of Stationery and Printing Bob Valencia sent in this photograph given to him by his grandfather retired WP Foreman Fred Saunders. Fred found the photograph when he was cleaning out an old locker at the old 3rd and Allace freight shed in Oakland. It is dated May 23, 1940.

It appears that caboose (#679) was used in special parades possibly in Sacramento or Stockton. If you can help solve the mystery of the lost little red caboose please drop a line to MILEPOSTS so we can bring you the answer in the next issue.

## Letters Received

Your Fall '74 issue celebrating MILEPOSTS' 25th Anniversary was a fine job—and very nostalgic. Although you covered most of the highlights, you did not mention "Operation Nose-bag," the celebration at Keddie, or the dinner at Quincy to celebrate the 50th Anniversary of the incorporation in 1953.

Also you were good to give Lee Sherwood appropriate "Kudos" for the wonderful job he did in changing the format and getting MILEPOSTS in tip top shape as a publication.

However, I think you should also mention in a subsequent edition the great talent that Gilbert Kneiss brought to the WP, as he was responsible for planning quite a few of the celebrations. Gil had a flair for getting the most mileage out of many of the events which helped to put the WP "on the map."

Frederic B. Whitman  
5727 La Salle Ave.  
Oakland, Ca. 94611

Editor's note: F. B. Whitman was Western Pacific's 8th president from August 1949 to July 1965.

### A going away gift

It is customary when an old employee retires for him to receive a gift and farewell dinner or luncheon. But I have chosen to leave without any fanfare whatsoever. To be more contrary still, I should like to leave a gift on going away.

The enclosed poem was written years ago when I worked as a section hand in the Feather River Canyon.

I have never stopped writing poetry

during my long tenure with the Western Pacific, and perhaps it may hearten some of my fellow employees to know that it is possible to be a railroad worker for many years—and a poet as well.

## THE FEATHER RIVER CANYON

These rugged canyon walls are old  
and deep.  
Here wild things made their lair  
and here lived out  
Their days in constant fear and  
savage bout;  
The redskin paused to see this river  
leap  
Its foam-capped way; here white  
men sought to reap  
A golden harvest from the river's  
mouth;  
And here at last men built a  
wonder-route—  
What matter though the way was  
rough and steep!  
Few things remain forever,  
Things at last  
Take on new shape; or wear away;  
or die;  
Or fade; or, candle-like, burn  
swiftly down.  
But here these walls, unchanged  
by aeons past,  
Stand firm as on the day when  
in the sky  
The sun first rose to shine upon  
this ground.

William Wikander  
c/o General Delivery  
French Gulch  
CA 96003

### Golden Wedding Anniversary

Congratulations go to retired section foreman Vernon N. Richins and his wife, Virginia of Doyle, California. They had been married 50 years on August 20. An open house was held in their honor at the Long Valley School and many friends and relatives were on hand to help celebrate the occasion.

The party was hosted by their daughters, Mrs. Ben Knight (Veda), Mrs. (Dorothy) Tex Vaughan of Doyle, CA, and Mrs. (Betty) Robert E. Lee, wife of signal maintenance foreman at Burmester, Utah.

A beautiful 3-tiered wedding cake decorated with yellow roses was given by Katherine Robinson. The room was decorated in the autumn colors. Punch, coffee, and cake, and ice cream were served.

The Richins have 3 daughters, 4 grandchildren and 3 great grandchildren.

Vernon worked for the Western Pacific Railroad from 1931 and retired in 1962 and was employed by the Union Pacific Railroad 12 years previously. They have resided at Doyle for 33 years.

Mrs. Vernon Richins  
Box 28  
Doyle, CA 96109

### Thank you all

On behalf of my wife and myself, I wish to thank all who attended and participated in making the retirement party such an enjoyable evening. It was so nice to see and chat with so many of my old friends. Special thanks to all who worked to make it an evening that will be long remembered.

Wilbur C. Hard  
Rte. 1 Box 237B  
(Concow Road)  
Oroville, CA 95965

### John Dean

I wish to inform you of the death of my husband, John Dean, who died July 26, 1974.

He retired in June, 1956. The MILEPOSTS was asked for old pictures. So here are two of the Budd car which John Dean worked on. So many people have forgotten about that nice Budd car.

Mrs. John Dean  
2022 So. 22E  
Salt Lake City, Utah



Conductor John Dean pictured next to one of the two Rail-Diesel Cars at a station in Utah.



Mrs. Dean's photo shows RDC #375 on test run prior to going into regular service on Sept. 14, 1950. The Zephyrettes were purchased new in 1950 to provide tri-weekly schedules between Oakland and Salt Lake City. They replaced the fine, but little used, service offered by the "Royal Gorge."

### Forrest Edwin Farley

Forrest Edwin Farley passed away in Redding, California Oct. 1, 1974. He was born in Omaha, Nebr. on October 14, 1886. He spent most of his childhood in Mona, Iowa. He worked most of his years for the Western Pacific Railroad in California. He was a brakeman on the Western Pacific's first passenger train out of Oakland, Calif. in 1910.

Mr. Farley was the grandson of the late Jesse Preston Farley of Dubuque, Iowa, a railroad magnate and founder of many business enterprises among which is the Farley Candy Factory of Skokie, Ill. The town of Farley, Iowa was named for J. P. Farley.

Mr. Farley leaves his daughter Carmen Esterby of Anderson, Calif. and son Dan D. Farley of Campbell, Calif. and a grandson David Farley Esterby of the U.S. Navy stationed at the Naval Hospital in Bethesda, Md. Also two step grandsons, Lyle Esterby of Cloverdale, Ca. and George Stauffer of Highland, Ca.

Mr. Farley was a faithful member and contributor to the Happy Valley Baptist Church of Olinda, Calif.

Interment was made at the Oakhill Memorial Park, San Jose, Calif.

Mrs. Carmen Esterby  
1931 Happy Valley Rd. #72  
Anderson, Calif. 96007

### I Remember Burmester

You sure hit the "Jackpot" on that "Special Issue Fall-1974." Our family has about torn its cover off scrapping over it.

The picture of GN and WP engines, meeting at Bieber, on completion of what we called "Keddie Cut-Off" back then, brought back good memories of the little part I had in it. My agency, at Burmester, Utah, being the first agency on the WP, west of Salt Lake City, made it eligible to participate in freight revenue on new rails billed to the WP from Pueblo, Colorado, for the new project.

I took the interline waybills covering the rail shipments into my accounts at Burmester, then rebilled the loads to Keddie on company bills.

Back in those days, when the dollar bill lived on this side of the track, we encouraged it to stay by any method, short of "Watergate." However, some of those transactions remained under a file labeled "Top Secret Giggles," until mice and Father Time returned them to Dust.

Thanks for the memories, and best wishes,

R. M. Lowe  
WP Agent and Telegrapher-Ret.  
Route 1  
Snyder, Okla. 73566



Retired Agent R. M. Lowe snapped this picture of the first freight diesels over the WP in May, 1940. This four unit General Motors "demonstrator" (FTs) was traveling Westbound passing through Burmester, Utah enroute from Chicago to Oakland.

### A splendid party

Through the Mileposts I wish to express the appreciation of Mrs. Michelson and myself for the lovely gifts and for the party at the Woodlake Inn on October 19, 1974. It was a splendid party and it was so nice to see people that we had not seen in a long time. To this my appreciation to MILEPOSTS, a great little magazine. Keep sending it.

Leland and Vera Michelson  
4205 Lyle St.  
Sacramento, CA 95821

### Gene Rowe—last byline

It was nice of everyone at Portola to take up a collection for my retirement. I want to take this opportunity in thanking each and everyone for it.

Marion Crumpacker at Portola made me a Christmas tree with rosettes of money tied on it. She will probably send you a picture of it as soon as she takes over writing for the MILEPOSTS.

P.S. Since my accident, I can't write too much at a time.

C. E. Gene Rowe  
1485-W. 4th St.  
Space 51  
Reno, NEV 89503

### The Allison Rowlands

Fifty family members and friends recently honored the Allison Rowlands of San Leandro at a 60th wedding anniversary reception at the Hayward home of their niece, Mrs. Douglas Morgan.

Allison came to Oakland as a young boy from Maringo, Iowa and for 40 years worked for Western Pacific Railroad as a commercial freight agent. He belonged to the Masons, Athens club, and Oakland Traffic club.

Rowland started with Western Pacific in Oakland in 1910, retired in the

60's and we worked together here for some 25 years. He did outstanding work in selling Western Pacific and made countless friends.

I had the pleasure of attending this 60th wedding anniversary reception, which was an outstanding affair.

Sincerely yours,  
Carl W. Mangum  
520 Magnolia Ave.  
Piedmont, CA 94671

### Charles W. Freeman

My family and I would like to express our deep appreciation for all gifts given in my husband's memory, Charles W. Freeman.

The Cancer Society, Hospital Auxiliary, High School Scholarships and Methodist Church were recipients. A heartfelt thanks to all blood donors.

We also wish to thank our many friends for cards, flowers and all the help we received during this time.

Mrs. Charles Freeman  
and family  
Portola, CA

### Forrest G. Kerns

The last edition of the MILEPOSTS "In Memoriam, 1974" left out the name of a former workman—Forrest G. Kerns.

Mr. Kerns passed away Apr. 25, 1974. He was a carman, track foreman, roadmaster, and steel and iron worker for 47½ years.

Forrest Kerns was father of Hubert, of S.P. in Sacramento, Elwyn of Hawaii, Lyle of Napa and three deceased sons (Virgil, Delvin and Eskie). He leaves his wife, Madeline Kerns and sister, Angeletta Fitch of Oklahoma. He belonged to Local 1344 Carmen Union.

Madeline Lee Kerns  
708 - 27th St.  
Sacramento, Calif. 94516



### Are You Moving?

When you notify MILEPOSTS of a change in address be sure to give both your old and new addresses, including both zip codes.



## In Memoriam



Clarence L. Droit



Edward W. Englebright

After 46 years with Western Pacific and 18 years of retirement, former Corporate Secretary Clarence Droit passed away in Monterey this last summer.

Joining W.P. at age 15 as a junior clerk in the Operating Department, Clarence later served the company as an office manager and assistant corporate secretary. He was elected Corporate Secretary of W.P. in 1937 and held that title until his retirement in 1956.

World travel and his hobbies of photography and woodworking absorbed his days until his death this past year.

Clarence is survived by his wife, Florence, residing in Carmel, and his daughter, Elizabeth.

\* \* \*

Edward W. Englebright died this past February 19 at the age of 90. Englebright began his WP career in 1929 as consulting engineer and became assistant to the president in 1941, a post he held until his retirement in 1951.

Internationally recognized for his expertise in railroad engineering construction he is also known for his advanced design features incorporated in the California Zephyr vista dome trains. His active retirement saw his experience and advisement as railroad consultant the world over. A graduate

of U.C. Berkeley's class of '08 he was instrumental in the engineering of the WP's Feather River Route.

He is survived by his wife Alice, two daughters Winifred Turek of Reno and Marian Morgan of Solano Beach, San Diego County, four grandchildren and nine great-grandchildren.

#### **Axel F. Rintala**

Axel F. Rintala, retired Assistant Treasurer for W.P. died this past October at the age of 67. He'd been retired for six years after giving nearly 42 years of service to W.P.

Hired as a junior clerk in 1927, he moved from cashier to chief clerk and became assistant treasurer in 1948. His home was San Jose, where his house overlooked a golf course. Axel was known and well liked in the general offices here in San Francisco.

#### **Percy H. Emerson**

A veteran of railroading since the turn of the century, Percy H. Emerson, the W.P.'s Superintendent of Transportation until his retirement 25 years ago, died recently in Alameda, Ca. at age 91.

His career spanned 48 years of railroad service, 36 of it with W.P. in the Transportation Department.

#### **E. M. "Jack" Godwin**

Scout leader and former Western Pacific Industrial Freight Agent in Stockton, Edgar M. (Jack) Godwin died of a heart attack in Tracy this past November 22.

Employed for 32 years with W.P., Jack had been an active Boy Scout leader in units of the 49er Council of the B.S.A. in and around the Carbona and Tracy areas.

*August J. Ackermann*, retired track laborer, North Highlands, September, 1974.

*Peter Bernardini*, retired switchman, Oakland, September, 1974.

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

*Joseph H. Burt*, retired locomotive engineer, Capitola, September, 1974.

*C. Bruce Elliott*, transit clerk, Oakland, November, 1974.

*Forrest E. Farley*, retired brakeman, Campbell, October, 1974.

*Charles W. Freeman*, retired conductor, Portola, October, 1974.

*Edgar Miles Godwin, Jr.*, industrial clerk, Tracy, November, 1974.

*J. R. Green*, machinist, Sacramento, November, 1974.

*Chris Harmon*, retired trucker, San Francisco, December, 1974.

*Everett T. Ingram*, retired track laborer, Harbor City, September, 1974.

*William R. Jamieson*, retired checker, San Francisco, September, 1974.

*Michael J. Zellin*, retired dining car steward, Stanford, November, 1974.

*William M. Jones*, retired shop laborer, Portola, October, 1974.

*Marion R. Keel*, retired switchman, Corunna, Indiana, September, 1974.

*W. E. McAuliff*, claim, inv., Camarillo, date unknown.

*Lloyd J. Miller*, retired fireman, Stockton, September, 1974.

*Almedie C. Pumphrey*, retired wire chief, Berkeley, September, 1974.

*R. H. Scott*, retired section foreman, Oroville, September, 1974.

*Steve Secula*, retired laborer, Stockton, October, 1974.

*O. C. Shepard*, retired machinist, Oroville, October, 1974.

*Frederick L. Steiner*, retired switchman, Washington, D.C., October, 1974.

*Henry P. Weathersby*, retired car inspector, Roseville, September, 1974.

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



Milepost 239: At Pulga siding where the Feather River Highway bridge crosses the canyon above the WP railroad bridge.

## *What's in a Name?*

Pulga, California (Milepost #239.1) is Spanish for the word flea. The late Mrs. Nellie Van De Grift Sanchez, in her absorbing book on "Spanish and Indian Place Names Of California," quoted a passage from Father Engelhardt's "History of the California Missions" wherein the historian tells of the trials and tribulations which the Indians had on account of the pulex serraticeps or fleas. When the fleas became too numerous, the Indians, according to Father Engelhardt, "adopted the very simple method of setting fire to the hut and erecting another."

Pulga, which is just 32.2 miles east of Oroville in the Feather River Canyon, was called Big Bar in the early days on account of the bar in the river. It was near this point one of the larger gold strikes was discovered in Feather River Country.

Indians were quite numerous at one time in the Feather River Canyon and

so many of the names along the line of the WP are of Indian origin. Pulga, or Big Bar, was once the site of a large Indian camp where the redskins held their feasts and pow-wows. On one occasion, Indians killed a white family at Concow, which is a short distance southwest of Pulga, whereupon the whites organized and killed all the Indians they came across in the vicinity of Big Bar. This was the last of the unpublished photos taken by WP's own Lee "Flash" Sherwood who is now enjoying retirement in San Francisco.

Volume 26, No. 5 Winter 1974-Spring 1975

WESTERN PACIFIC MILEPOSTS

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Attn: Paul Gordenev

Member Assn. of Railroad Editors



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### THE AMERICAN FREEDOM TRAIN

On April 1, 1975 a giant steam engine powered into Delaware pulling 25 glistening red, white and blue cars filled with the history of America. The American Freedom Train is beginning its historic two year journey in celebration of the American Revolution Bicentennial. The train will travel to each of the 48 contiguous states. A former Southern Pacific G-S 4 class steam locomotive number 4449 has been restored to power the train through the Western states. The train consists of 25 cars, 12 of which will contain the displays and exhibits. The other cars contain tools and equipment, security and support services needed for the train.

Visitors travel through the exhibit cars on a moving walkway at a rate of 1,800 people per hour each 14-hour day. They carry individual transistorized sound units which play a running narration coordinated with the exhibits. The two glass-enclosed display cars, featuring developments in transportation and the Freedom Bell will be plainly visible from trackside. There are two giant windows on each side of the other exhibit cars. The 10 pair of windows are dedicated to different decades in the Nation's 200 - year history. MILEPOSTS will have more details about the American Freedom Train in the next issue.

#### 1975 Tentative American Freedom Train Schedule (in the West)

Salt Lake City	October 8	Reno, Ne.	November 13
Boise, Id.	October 15	Sacramento, Ca.	November 18
Spokane, Wa.	October 24	San Francisco	November 25
Seattle	October 20	Fresno	December 9
Portland, Or.	November 4	Los Angeles	December 16
Eugene	November 13	San Diego (1976)	January 8