

WESTERN PACIFIC

FALL 1982

# Mileposts



Western Pacific, its employees and customers, received an early Christmas present when, on December 22, 1982, the Union Pacific was able to complete its acquisition of the Missouri Pacific and Western Pacific. The opposition railroads, Southern Pacific, Santa Fe and Kansas City Southern, were unsuccessful in their efforts to obtain a judicial stay pending consideration of the issues raised in their separate lawsuits and, thus, the Interstate Commerce Commission's excellent and well-reasoned decision approving the merger has been effectively implemented. We are absolutely con-

fident that the completion of the judicial process will prove to be as successful as all other proceedings to date.

We are informed that the move toward total co-ordination will be orderly and at a measured pace consistent with sound business practices and will be designed to assure completion in a manner calculated to develop a total organization that can and will return tremendous benefits to its employees and customers.

I know that you will all join with me in looking forward to an exciting new adventure as we move into a new era of railroading.



*R. C. Marquis*

R. C. Marquis  
President And  
Chief Executive Officer

## UNION PACIFIC CORPORATION

345 PARK AVENUE



NEW YORK, N. Y. 10154

JAMES H. EVANS  
CHAIRMAN

December 22, 1982

Dear Fellow Employee:

It gives me great pleasure to write to you upon the completion of the merger of the Missouri Pacific into the Union Pacific and the acquisition of the Western Pacific Railroad creating a new \$9 billion company that clearly has a very exciting and promising future.

The proceedings before the Interstate Commerce Commission and court challenges took over two years to complete. But nothing that has happened over this period of time has made it, in any way, a less appealing proposition. Indeed, the events of the past three years have strengthened the basic rationale behind the merger. Our three companies are a natural fit. Each has a proud history and enviable record of accomplishment. We are blessed with splendid people and growing markets, all of which promise a highly productive partnership. In short, teamwork, initiative and the high level of excellence that have characterized our respective companies will continue to be our hallmark.

All of us should approach the future with great confidence in the benefits that we can bring to our customers, our stockholders, our communities and ourselves. We welcome the employees of the Missouri Pacific and Western Pacific into the Union Pacific family, and we look forward to a productive and happy working relationship in the challenging days ahead.

Cordially yours,

*James H. Evans*  
James H. Evans



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### FUEL CONSERVATION NEWSLETTER

At center of Mileposts - a quarterly newsletter prepared by the Operating Department

## ON THE COVER



This Union Pacific Railroad photo symbolizes the three partners in the approved Western Pacific, Union Pacific and Missouri Pacific merger.

See the story on Page 4.



# The Union Pacific Corporation

Our 526 Mission Street section this issue relates to the approved merger of Western Pacific, Union Pacific and Missouri Pacific. Over the past two years, Mileposts has endeavored to keep you informed of all merger information as it is known and will continue to do so.

In light of the most recent developments, we think that our readers will benefit from a short description of each of the four operating companies which currently comprise the Union Pacific Corporation. Those companies are the Union Pacific Railroad Company, the Champlin Petroleum Company, the Rocky Mountain Energy Company and the Upland Industries Corporation. ☐



In future issues Mileposts will inform its readers of the Missouri Pacific Corporation.

## Union Pacific Companies: Their Resources And Capabilities

(Printed from UP sources by permission)

### Union Pacific Railroad Company

Union Pacific Railroad, a 9,300 mile system, serves more than 2,000 communities in 13 western states. It maintains six classification yards, seven major intermodal terminals, and a fleet of nearly 1,700 locomotives and more than 63,000 freight cars. At any one time, 200 to 250 UPRR trains are running on the system. Much of the mainline, over 3,100 miles, is strengthened with highly durable, continuous-welded rail, and nearly two-thirds of the system is monitored by the Railroad's own microwave communications network. Union Pacific interchanges with 35 railroads and eight barge lines, and directly links Missouri River gateways with major West Coast ports and Canada. It transports coal, grain, soda ash and other chemicals--its largest traffic categories--and many other commodities and manufactured products, and has the longest average haul of any U.S. railroad

\* \* \* \*

### Upland Industries Corporation

Upland Industries administers 1 million acres of land and 7 million acres of mineral rights in 13 western states. The Company also acts as the industrial development agent of Union Pacific Railroad and is a major developer of industrial parks. Upland has built 54 industrial parks and districts throughout the western United States, all of which are served by Union Pacific Railroad. Upland's landholdings include 10,000 acres of prime real estate in Los Angeles, Denver, Seattle, Portland, Salt Lake City and Las Vegas. Its future development plans include a 320 acre parcel in downtown Las Vegas and 800 acres in the Los Angeles/Long Beach port area.

### Rocky Mountain Energy Company

Rocky Mountain Energy, Union Pacific's mining company, develops the corporation's extensive coal, trona and uranium deposits, primarily in Wyoming. In 1981, 12.6 million tons of low-sulfur coal were produced by three joint-venture mines and nine royalty leases. RME has a commercially recoverable reserve of 1.8 billion tons--enough coal to power New York City and Los Angeles for nearly 70 years. RME also is developing in Green River, Wyoming, the world's largest known deposit of trona, from which natural soda ash is processed, through a joint venture and leasing arrangements. At current consumption rates, this reserve of 7 billion mineable tons could meet U.S. trona needs for 300 years. RME's joint-venture mine and mill in eastern Wyoming processes uranium from a 6.4 million pound reserve.

\* \* \* \*

### Champlin Petroleum Company

An integrated petroleum company engaged in the exploration, production, refining, transportation and marketing of petroleum products. Champlin Petroleum has increased its reserves of liquid hydrocarbons and natural gas for the last four years. At the end of 1981, Champlin's proved reserves totaled 142 million barrels of liquid hydrocarbons and 2 trillion cubic feet of natural gas. Production of liquids and natural gas rose for the sixth consecutive year in 1981. Champlin, in addition to its access to Upland's large land bank, has lease holdings of 3.1 million acres in North America. Champlin refineries in Texas, California and Oklahoma have a total processing capacity of 290,000 barrels per day. The company also is the operating partner of a world-scale petrochemical complex in Corpus Christi, Texas.



**EMPLOYEE ASSISTANCE:**

***An Alternative:***

The Employee Assistance Program

**Alcohol And Drug Addition  
In The Workplace**

What is drug abuse? What is the extent of the problem at work? How do you spot someone on drugs? What do you do when you know someone is a drug abuser?

Drug abuse is defined as continued use of a mood altering chemical, even though the chemical causes harm. Harm can be financial, occupational, legal, social, marital, mental or physical

What drugs are abused? In addition to alcohol, which is recognized as the number one drug of abuse, there are numerous drugs being abused in the workplace. The most popular are marijuana, sedatives, stimulants, opiates and hallucinogens.

Intoxicated workers are more apt to cause accidents. Illegal drugs find their way into the workplace and there may be illegal drug deals made on Company property.

Marijuana is composed of dried leaves and flowering parts of the plant cannabis sativa. The major mood altering chemical of cannabis is referred to as delta-9-THC. There are more than 400 known chemicals in a marijuana cigarette.

The Journal of American Medical Association reports that more than 22 percent (22%) of young adults, 18-25 years old, use "pot" at least five (5) days per month. As many as one out of nine persons in this age group may use the drug on a daily basis.

Some of the physical effects of marijuana use may include an irritation or "reddening" of the eyes, and the user may resort to using various eyedrops. Some users may wear sun glasses. Due to irritation of the nose, throat and lungs, the user may have many colds or lung infections.

The old adage "what an employee does off the job is his own business" may not apply to drug abuse. It takes eight days for the body to rid itself of THC after usage. Therefore, if an employee smokes one joint per week, the drug builds up in his system. The daily user is obviously at risk for job accidents.

How does the alcohol and drug addicted person feel about all this? Here's a letter from a recovering person. "I am an alcoholic/drug addict: don't let me lie to you, out-smart you, exploit you, endanger you, or get you to cover up for me. I'm sick - PLEASE HELP ME!"

In summary, I hope this article has provided an overview of the drug abuse problem, particularly marijuana in the workplace. Other kinds of drugs will be discussed in another article. ☑



**TOM CUTTER**  
Manager-Employee Assistance

**Remember, if you need help**

**THE WESTERN PACIFIC RAILROAD COMPANY  
EMPLOYEE ASSISTANCE OFFICE  
MANAGER - TOM CUTTER  
41 WEST YOKUTS AVENUE, ROOM 205  
STOCKTON, CALIFORNIA 95207  
BELL TELEPHONE: (209) 957-2452  
COMPANY TELEPHONE: STOCKTON EXT 200**

**— SPREAD THE WORD —**



Co-workers do not have a right to endanger the safety of your work environment by reporting for work under the influence of or using alcohol or drugs on the job.

You have the right to demand that co-workers provide a safe, alcohol and drug free work environment.

**Spread the Word** — If you aren't addicted to it, stop using it here. If you are addicted, **get help.**



**EMPLOYEE ASSISTANCE PROGRAM**

Drugs are for people who can't cope with reality. Reality is for people who can't cope with drugs.

**If you or someone close to you** needs confidential help or advice about drinking or drug use habits, contact Manager-Employee Assistance, Tom Cutter at: 41 West Yokuts Avenue, Room 205, Stockton, California 95207. Bell Telephone: (209) 957-2452 Company Telephone: Stockton Ext. 200.

**This is a Labor/Management Supported Program.**



# Safety First

## GRAND PRIZE AWARDED

The winner of the Safety Department 1982 Grand Prize drawing for a 1,000 dollars U.S. Savings Bond is Mr. G. B. Madsen, Signal Maintainer headquartered at Burmester, Utah.

I extend my congratulations to Mr. Madsen.

C. G. Yund  
Senior Vice President - Operation

## Annual Employee Safety Picnics and Golf Tournaments Held in Elko and Pleasanton

The last two of the 1982 Safety Picnics and Golf Tournaments were held in Elko on August 14th and in Pleasanton on October 9th. Several hundred employees and their families attended each of these affairs and all reports indicate both came off without a hitch. ☑

### ELKO

#### RACES Elko City Park

All entrants received blue ribbons and the winners received frisbees.

Sack Races

3 Legged Races

Age 5 and under

Misty Mauro

Autumn Montes de Oca  
& Travis McGlothlin

Age 6 through 8

Jojo Martinez  
& Todd Lambert

Sergio Marin  
& Junior Ruiz

Age 9 through 12

Carolyn Walther

Javier Marin  
& Elias Ruiz

Age 13 through 15

No Entries

\*Kristy Bonner & Scott Bonner  
Jessie Marin & Emilio Ruiz

Age 16 & over

Ken Martin

Cole Perry &  
Chris Perry

\*Denotes tie.

### HORSESHOE TOURNAMENT

Western Pacific wood plaques were awarded to the winners.

#### Doubles

1st Place - L. W. Stauffer/Guy Aguirre  
2nd Place - Elaine Dahlstrom/Gary Dahlstrom  
3rd Place - John S. Miller/Andy Kinicki

### GOLF TOURNAMENT

Ruby View Golf Course

#### Womens

#### Mens

Low Gross

Low Net

Low Gross

Low Net

Irene Howell	Frances Terrill	1st	Jim Rogers	Dan Tatomer
Betty Treanor	Anita Dickie	2nd	Carey MacDonald	Ron Kirkham
Pat Furtney	Hazel Hobbs	3rd	Dennie Terrill	Jay Hammond

#### Longest Drive

Irene Howell

#### Longest Drive

Dennis Terrill

#### Closest to Pin

Pat Furtney

#### Closest to Pin

Dan Tatomer

### PLEASANTON

#### HORSESHOE TOURNAMENT

##### Doubles

1st Place - Laurel Fisher/Angie Fisher  
2nd Place - Wally Fisher/Sandy Fisher  
3rd Place - Bob Ridinger/Sharon Ridinger

#### GOLF TOURNAMENT

Sunol Valley Golf Course

#### Womens

#### Mens

Low Gross	Low Net		Low Gross	Low Net
Nita Luebke	Nita Luebke	1st	J. Thompson	B. Thompson
Ginger Artusy	Evelyn Conant	2nd	B. Thompson	Wayne Miller
Evelyn Conant	Ginger Artusy	3rd	Wayne Miller	Murray Watson

**Longest Drive**

Marilyn Hill

**Closest to Pin**

Nita Luebke

**Best Ball**

Nita Luebke  
Faye Marquis\*

**Longest Drive**

John Stevens

**Closest to Pin**

J Thompson

**Best Ball**

Wayne Miller  
Jim Rogers\*

\*Denotes tie

**Eastern Division Picnic & Golf Tournament**

Elko City Park

And

Ruby View Golf Course





**Bay Area Picnic & Golf Tournament**  
Alameda County Fairgrounds  
And  
Sunol Valley Golf Course





## Railroad Retirement Tax Increases

Beginning January 1, 1983, the maximum amount of railroad employee compensation subject to the tier I railroad retirement tax increases from \$2,700 a month to \$2,975 a month; and the maximum amount of compensation subject to the tier II tax increases from \$2,025 a month to \$2,225. However, the 1983 tier I and II tax rates remain unchanged from 1982.

The tier I tax rate of 6.70% on employers and employees is the same as the social security tax rate. Both the tier I tax rate and the amount of compensation subject to the tax increase whenever there are corresponding increases under social security law. The tier II tax rate on employers is an additional 11.75%; for employees it is 2%.

Because the maximum amounts subject to taxes are increased, higher salaried workers will pay more in railroad

retirement taxes in 1983.

Employees earning at least \$2,975 a month, the maximum taxable in 1983, will pay \$243.83 a month in railroad retirement taxes, \$22.43 a month more than in 1982. For railroad employers, the maximum monthly regular retirement tax on an employee's earnings increases from \$418.84 to \$460.77.

In addition to regular railroad retirement taxes, railroad employers pay railroad unemployment-sickness taxes and supplemental railroad retirement annuity taxes. Throughout 1983, railroad employers will continue to pay a tax of 8% on the first \$400 each employee earns each month to finance the railroad unemployment-sickness benefit program. The supplemental annuity tax rate for the first quarter of 1983 will be 18½¢ per work-hour, a 1½¢ increase from the 17¢ rate effective in 1982.

### 1983 Regular Railroad Retirement Taxes

	Tax rate	Taxable monthly earnings
<b>Tier I</b>		
Employees and Employers	6.70%	\$2,975
<b>Tier II</b>		
Employees	2.00%	2,225
Employers	11.75%	2,225

### Maximum Monthly Regular Taxes

	Tier I	Tier II	Total
Employees	\$199.33	\$ 44.50	\$243.83
Employers	199.33	261.44	460.77

## Railroad Annuitant Earnings Limits Raised

Those railroad retirement beneficiaries whose annuities are subject to earnings restrictions can earn higher amounts in 1983 without having earnings deductions applied to their annuities. For beneficiaries age 65 through age 69, the 1982 exempt earnings amount of \$6,000 increases to \$6,600 in 1983. For those under age 65, it increases from \$4,440 to

\$4,920. The annuity deduction is \$1 for every \$2 of earnings over the exempt amount. If 1983 is the first year the annuity is payable, deductions in 1983 payments apply only to months in which earnings are more than \$550 for beneficiaries age 65 through age 69 or \$410 for those under age 65.

As of 1983, earnings limitations do not apply to any annuitants age 70 or older, starting with the month in which they are 70; in 1982 the exempt age was 72. The

special work restrictions which apply to disability annuitants have not changed.

Railroad retirement earnings limitations apply to survivor annuitants. They also apply to **some** retired employees and their spouses, generally recent retirees and those who are also qualified for social security benefits. However, for retired employees and spouses, only certain annuity portions are subject to reduction; therefore, the Railroad Retirement Board notifies those affected, on an individual basis, as to how earnings will affect their annuities.

Earnings consist of all wages received for services rendered, plus any net earnings from self-employment. Interest, dividends, rental income or income from stocks, bonds, or other investments are **not** considered earnings for this purpose.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant (retired employee, spouse or survivor) works for a railroad, nor are railroad retirement annuities payable to retired employees or their spouses for any month in which they work for their last pre-retirement nonrailroad employer.

## Unemployment Benefits for Railroad Workers

Railroaders who become unemployed but are able to work and are available for work can qualify for unemployment insurance benefits payable by the Railroad Retirement Board under the Railroad Unemployment Insurance Act.

A new benefit year for unemployment benefits begins every July 1. Payments are made for days of unemployment in a benefit year to employees who earned enough in the preceding calendar year (called the base year) to meet the qualifying conditions.

The following questions and answers describe these railroad unemployment benefits and explain how to apply for them.

### 1. How can I apply for unemployment benefits?

Visit a railroad unemployment claims agent during the first week you are unemployed; this will prevent any loss of

benefits due to a delay in registration. There is probably a claims agent where you were employed, or a supervisor can direct you to one. If possible, bring your most recent Form BA-6, "Certificate of Service Months and Compensation," because this form helps the Board to expedite payments.

The claims agent will assist you in applying for benefits and will tell you when to return to file further claims.

### 2. How much can unemployment benefits amount to?

Almost all recipients qualify for the maximum daily benefit rate of \$25, which yields \$250 for 2 full weeks of unemployment.

### 3. How long are unemployment benefits payable?

Normal unemployment benefits are payable for up to 26 weeks in a benefit year. Benefit rights are exhausted when a benefit year ends (normally June 30) or when benefit payments equal creditable earnings in the base year, counting earnings up to \$775 per month.

If an employee with 10 or more years of service exhausts normal benefits, he or she may qualify for extended unemployment benefits. For employees with 10-14 years, an extended benefit period could last for up to 13 consecutive weeks. Employees with 15 or more years of service may qualify for up to 26 consecutive weeks of extended benefits.

### 4. What are the service and earnings requirements for railroad unemployment benefits?

To qualify for normal railroad unemployment benefits in the current benefit year which began July 1, 1982, an employee must have had railroad earnings of at least \$1,000 in calendar year 1981, not counting more than \$400 for any month. Those who were not employed in the rail industry before 1981 must also have worked in at least 5 months of 1981 (not necessarily full-time in each month).

Under certain conditions, railroaders with at least 10 years of service who do not qualify on the basis of their 1981 earnings may still be able to qualify for benefits in the benefit year starting July 1, 1982.

### 5. I did not work in 1981, but have 10



years' service. Under what conditions could I receive unemployment benefits in the benefit year that began July 1, 1982?

If you received normal benefits in the July 1981 to June 1982 benefit year, you may be eligible for extended benefits; or, if you worked for a railroad in 1982 and would be qualified in July 1983 based on your 1982 earnings, you may start the next benefit year early.

If you think that you may be eligible for benefits, you should file an application; the Board will notify you regarding your eligibility.

**6. Does claiming these unemployment benefits obligate me to accept any job that is offered?**

Generally, you are required to accept or look for suitable work. This means that you may refuse work: (a) for which you are not qualified by training, education or experience; or (b) if the working conditions are unsafe. However, if you refuse suitable work without good cause, you can be disqualified from receiving unemployment benefits for 30 days.

**7. I am in train-and-engine-service. Can I receive unemployment benefits for days when I am standing by or laying over between scheduled runs?**

No, not if you are standing by or laying over between regular assignments.

**8. I am a train and engine service extra-board employee. Can I receive unemployment benefits between jobs?**

Yes, but only if the miles and/or hours you actually worked were less than normal full-time work in your class of service.

**9. Are unemployment benefits payable to an employee not working because of a strike?**

During a legal strike of more than seven days, benefits can be paid to those taking part in the strike and to employees who do not work because they refuse to cross picket lines, as well as to those who are laid off by the employer. If the strike was begun in violation of the Railway Labor Act or the established rules and practices of a bona fide labor organization, the strikers would not be eligible, but other employees refusing to cross picket lines or laid off may be.

**10. I voluntarily quit my last job. Can I still get unemployment benefits?**

It depends on whether you left work with good cause and whether you could receive benefits under a State law. If you voluntarily left suitable work without good cause, you are disqualified from receiving benefits until you have returned to railroad employment and have earned at least \$1,000 in creditable compensation under the Railroad Unemployment Insurance Act. Even if you quit your job with good cause, however, you cannot be paid railroad unemployment benefits if you could receive State unemployment benefits.

**11. What are considered good causes for voluntary quit?**

Health reasons, family circumstances, and change of job location may be considered "good causes." However, the Board's determination on whether benefits are payable depends on the individual circumstances in each case.

**12. In addition to my railroad job, I have a telephone answering service in my home and earn about \$5 each evening. Would this prevent me from receiving unemployment benefits?**

No, you can receive unemployment benefits for any days for which you averaged not more than \$10 a day in subsidiary remuneration. However, the outside work you do must be substantially less than full-time and must not be inconsistent with the holding of normal full-time employment.

**13. Can the Board also assist me in finding new employment in the rail industry?**

The Board now has operational a nationwide register of former rail workers seeking railroad jobs. The Board has advised railroads of their obligations, under federal law, to file job vacancy notices with the Board for any positions open to persons other than their own employees. With the central register operational, the Board can provide railroad hiring officials with listings of qualified candidates for job vacancies in a short period of time.



# Western Pacific Fuel Conservation Newsletter



Vol. 1, No. 2

Fall 1982

## WP Fuel Conservation Program Showing Constant Improvement And Approaching 1982 Goal

It is readily apparent from an examination of WP's fuel consumption statistics (shown below), that WP personnel principally involved with the fuel conservation program (such as Locomotive Engineers, Power Coordinators, Dispatchers and Mechanical Department personnel) have been continuously developing their fuel saving techniques. This is particularly true of Locomotive Engineers who have been constantly improving upon items such as fuel conservation train handling (primarily the use of dynamic braking and drifting or coasting).

The table shown below compares the fuel consumption rates for January through October of 1981 versus 1982. The first two columns indicate the actual fuel consumption rates for each month as measured in "gallons per 1000 gross ton miles," or "gal/1000 GTM" (for a further explanation and example of this unit of measurement, see the last paragraph of this article). The third column in the table indicates the percent reduction in fuel consumption rate for each month of 1982 versus 1981. The fourth column represents the cumulative year-to-date percent reduction for 1982 versus 1981. As can be seen in the table, once the fuel conservation classes were underway and the weather began to warm up (allowing Mechanical Department personnel to increase locomotive shutdown), the 1982 versus 1981 fuel consumption rate has shown a constant cumulative percent reduction or improvement. For the first ten months through October, the cumulative percent reduction stands at 9.4 percent. With the continued outstanding performance of WP personnel involved in the fuel conservation program, the Western Pacific should make its original goal of at least a 10 percent reduction in fuel consumption for 1982 versus 1981. However, as we approach the winter months, more and more locomotives must remain idling instead of being shut down (this may already be reflected in the October 1982 figures), and it requires us to concentrate even more upon other items that save fuel such as fuel conservation train handling techniques.

	Fuel Consumption Rate Gal/1000 GTM		% Decrease* For Each Month From 1981 to 1982	Cumulative Year- To-Date % Decrease* From 1981 to 1982
	1981	1982		
January	2.23	2.32	(4.0)	(4.0)
February	2.22	2.27	(2.3)	(2.7)
March	2.36	2.28	3.4	(0.9)
April	2.36	2.29	3.0	0.0
May	2.34	2.09	10.7	2.2
June	2.48	2.10	15.3	4.3
July	2.41	1.98	17.8	6.4
August	2.27	1.97	13.2	7.3
September	2.44	1.96	19.7	8.5
October	2.40	2.02	15.8	9.4

\* Increases from 1981 to 1982 are shown in parentheses.



As was explained in the first Fuel Conservation Newsletter, "gallons per 1000 gross ton miles" are used to measure fuel consumption rate as this takes into account differences in traffic levels. In order to further explain this unit of measurement and to demonstrate the average savings these numbers represent, we will compare the fuel consumption rates for September of 1981 and 1982 by using them in an example of a typical 5000 gross ton train (combined train and locomotive weight) operating over a 100-mile district. This train movement equals 500,000 gross tons miles or GTM (5000 gross tons multiplied by 100 miles). When comparing 2.44 gal/1000 GTM for September, 1981 to 1.96 gal/1000 GTM for September, 1982 for this train movement, this results in 1220 gallons consumed for September of 1981 (500,000 GTM multiplied by 2.44 gallons divided by 1000 GTM) versus 980 gallons consumed for September, 1982 (500,000 GTM multiplied by 1.96 gallons divided by 1000 GTM). This equals an average reduction of 240 gallons for September of 1982 over September of 1981 and with diesel fuel costs varying around one dollar per gallon, this represents a savings of about \$240 for this 100-mile train movement alone. When considering all the trains run on the Western Pacific, and the distances over which they are operated, it is easy to see how this savings really builds up. This type of cost savings is extremely necessary to help maintain the viability of the Western Pacific. □

### **New Maximum Horsepower Per Ton Table**

A Timetable Bulletin was recently released outlining maximum horsepower per ton ratios for all trains. This will further our fuel conservation efforts by requiring locomotives to be isolated or shut down on overpowered trains. The ratios shown in the Bulletin were developed from locomotive tonnage rating tables and from information on speeds on ascending grades supplied during the past several months by the Road Foremen and Fuel Conservation Officers. All ratios are sufficient to keep trains well above minimum continuous speeds on grades.

It is intended that these instructions supplement the use of yellow tags and Run 1 Switches. The Engineer is now directly responsible for shutting down or isolating excess power in his or her train. Yellow tags will be used to identify units which are isolated or shut down for fuel conservation, not for other reasons. They may be used by Mechanical Department forces at terminals such as Oakland and Stockton, and also by Engineers at intermediate points, or at terminals with no mechanical personnel, to inform the subsequent Engineer(s) of the reason why the unit is isolated or shut down. The term "proper authority" on the tags now may mean the Timetable Bulletin. If the Bulletin calls for putting more units on line (for example, eastward trains at Oroville), the Engineer may do so without contacting the Dispatcher's office. At crew change points where mechanical personnel are not on duty, the Engineer is responsible for either putting locomotives on line or taking locomotives off line in accordance with the instructions in the Bulletin.

Engineers operating on the Fourth Subdivision will note that different horsepower per ton ratios apply on the Third Subdivision and Fourth Subdivision. Engineers operating with Reserve Engineers on eastward and westward trains can make the necessary adjustments at or near Keddie. Engineers operating without Reserve Engineers on eastward trains enroute to the Fourth Subdivision may leave Oroville with 4.0 HP/ton on line, using fuel savers to the maximum extent possible. Engineers operating without Reserve Engineers on westward trains from the Fourth Subdivision may continue to operate on the Third Subdivision with 3.5 HP/ton reducing to 2.5 HP/ton at the first opportunity. □

approach signal if the home signal at the switch was a "stop-red over red aspect" (Rule 292). This is because the difference in stopping distance is only about 150 feet between the home signal and the fouling point of the siding, immediately beyond which equipment may be located if the siding is occupied.

Therefore, the purpose of the "advance approach-yellow over yellow aspect" (as Rule 284 states) is to indicate that the train may proceed at medium speed approaching the next signal at prescribed turnout speed; and with restricted sight distance to the home signal (due to curvature as an example) this can only be done when the siding is known to be clear. As was stated at the beginning of this article, the "advance approach-yellow over yellow aspect" (Rule 284) is an extremely useful signal aspect which aids Locomotive Engineers in controlling train slack and saving fuel, especially in curved territory with short signal sight distances. (Note: This discussion has focused solely upon the Third Subdivision as all sidings in this territory are controlled and many have approach signals that are equipped to display an "advance approach-yellow over yellow aspect." Most sidings on other subdivisions are not controlled sidings and any sidings which are controlled (these are shown in the Timetable) do not have approach signals equipped to display an "advance approach-yellow over yellow aspect." The only use of this signal aspect outside the Third Subdivision is approaching junction points such as Niles Junction, Smelter and 10th West.)

The Western Pacific Fuel Conservation Newsletter is a quarterly publication to keep Western Pacific personnel informed of our Company's fuel conservation efforts. Please send any questions, comments or suggestions to Warren Egan or Lee Meyers, Operating Department —6th Floor, 526 Mission Street, San Francisco, CA 94105, or by calling Company extension 212 or 211 in San Francisco.





## WP Fuel Conservation Question And Answer Column

The following question has been asked by several Engineers on the Third Subdivision: Running eastbound on the Third Subdivision, which would be more fuel efficient, running at 25 MPH with all units on line, or shutting down (or isolating) one unit and running somewhat slower than 25 MPH?

**ANSWER:** We will look at this question in two ways, one with GP40s and one with SD40s. In both cases, we will assume a train of 5500 trailing tons with four units. With either GP40s or SD40s, the balancing speed with all four units on line in full throttle would be about 25 MPH. In the calculations, it will be assumed that units are shut down; if the units are isolated, they would consume some fuel, however it would not vary the conclusions.

1. If the train had GP40s, the balancing speed with three units would be about 15 MPH because GP40s start to derate at 22-23 MPH and at low speeds not all of the 3000 horsepower is available.

With four GP40s at 25 MPH:

$$(167.7 \text{ gallons per hour per unit}) \times (4 \text{ units}) \times (114.5 \text{ miles}) \div (25 \text{ MPH}) = 3072 \text{ gallons}$$

With three GP40s at 15 MPH:

$$(167.7 \text{ gallons per hour per unit}) \times (3 \text{ units}) \times (114.5 \text{ miles}) \div (15 \text{ MPH}) = 3840 \text{ gallons}$$

Therefore, with GP40s, it is more fuel efficient to keep four units on line and run 25 MPH.

2. If the train had SD40s, the balancing speed with three units would be about 20 MPH.

With four SD40s at 25 MPH:

$$(167.7 \text{ gallons per hour per unit}) \times (4 \text{ units}) \times (114.5 \text{ miles}) \div (25 \text{ MPH}) = 3072 \text{ gallons}$$

With three SD40s at 20 MPH:

$$(167.7 \text{ gallons per hour per unit}) \times (3 \text{ units}) \times (114.5 \text{ miles}) \div (20 \text{ MPH}) = 2880 \text{ gallons}$$

Therefore, it is more fuel-efficient with SD40s to run with three units at reduced speed, however, we recommend that trains on the Third Subdivision stay as close to 25 MPH as possible to reduce such in-train forces as harmonic rocking of freight cars and excessive lateral forces on rails while negotiating sharp curves (the super-elevated equilibrium speed is 25 MPH for the curves on the Third Subdivision where track speed is 25 MPH). Therefore, in this case overriding considerations other than fuel consumption dictate that all four units be left on line.

Due to considerations such as these, the table of "maximum horsepower per ton ratios" (see previous article in this newsletter) allows 2.5 horsepower per trailing ton on the line eastbound on the Third Subdivision. This easily allows a balance speed of 25 MPH; in the examples above, the horsepower per trailing ton was 2.18 with all units on the line as follows:

$$(3000 \text{ HP/unit}) \times (4 \text{ units}) \div (5500 \text{ trailing tons}) = 2.18 \text{ HP/ton.}$$

\* \* \* \* \*

These suggestions were made by a Fifth Subdivision Engineer: All trains except the OMW, CCVX, OME, TOF and COFC should be restricted to a maximum speed of 50 MPH except, unless otherwise restricted, they may operate at Column 1 speeds on descending grades. A speed of 50 MPH instead of 45 MPH was suggested because it seems to be easier to maintain without slack action on undulating terrain.

**ANSWER:** With the new speeds in Timetable No. 10, a provision has been made that allows non-expedited trains to work power and exceed 45 MPH (where the Column 2 speed limit is above 45 MPH) for short distances in undulating territory in order to minimize slack action. As for operating non-expedited trains at Column 1 speeds on descending grades, these trains generally carry some empty freight cars which should be restricted to 55 MPH to minimize the possibility of severe empty car truck hunting. With the release of Timetable No. 10, Column 2 speed limits on descending grades were increased up to a maximum of 55 MPH where possible, taking into account factors such as signal spacing.

This takes advantage of the momentum of the train to save fuel and reduce running times by allowing the train to operate up to 55 MPH while in dynamic brake. The trains presently allowed Column 1 speeds on WP generally carry very few, if any, empty cars other than cabooses. Given the present economic conditions, the CCVX and COFC are not considered expedited trains and therefore are restricted to fuel conservation speed limits.

\* \* \* \* \*

The following question was submitted by a Seventh Subdivision Engineer: When I am running on level ground, with only one unit or with a consist of units with no operable fuel savers, would it be more fuel efficient to operate at 50 MPH in Run 8 as opposed to 45 MPH in Run 6?

**ANSWER:** No, it would not. For example, let's look at the nearly flat stretch of track between Wendover and Knolls, a distance of 38.7 miles. For the sake of simplicity, assume we have a train with one unit, either a GP40 or SD40. This unit will consume 167.7 gallons per hour in Run 8 or 108.5 gallons per hour in Run 6.

Fuel consumed at 50 MPH in Run 8 would be:

$$(167.7 \text{ gallons per hour}) \times (38.7 \text{ miles}) \div (50 \text{ MPH}) = 130 \text{ gallons}$$

Fuel consumed at 45 MPH in Run 6 would be:

$$(108.5 \text{ gallons per hour}) \times (38.7 \text{ miles}) \div (45 \text{ MPH}) = 93 \text{ gallons}$$

Therefore, Run 6 at 45 MPH is more fuel efficient, saving 37 gallons over Run 8 at 50 MPH.

Carrying this example further, even if the balancing speeds were 40 MPH in Run 6 and 55 MPH in Run 8, it would still be more fuel-efficient to stay in Run 6 as follows:

Fuel consumed at 55 MPH in Run 8 would be:

$$(167.7 \text{ gallons per hour}) \times (38.7 \text{ miles}) \div (55 \text{ MPH}) = 118 \text{ gallons}$$

Fuel consumed at 40 MPH in Run 6 would be:

$$(108.5 \text{ gallons per hour}) \times (38.7 \text{ miles}) \div (40 \text{ MPH}) = 105 \text{ gallons.}$$

Therefore, Run 6 is still more fuel-efficient by 13 gallons. Even though the diesel engine is more efficient in Run 8, what becomes the overriding factor from a fuel efficiency point of view at these moderate to high speeds is the wind resistance. The optimum operation is to have a non-expedited train balance at 45 MPH with all units in fuel efficient Run 8. However, this cannot be achieved continuously in the practical railroad environment, therefore the use of devices such as fuel savers help to approach this optimum.

\* \* \* \* \*

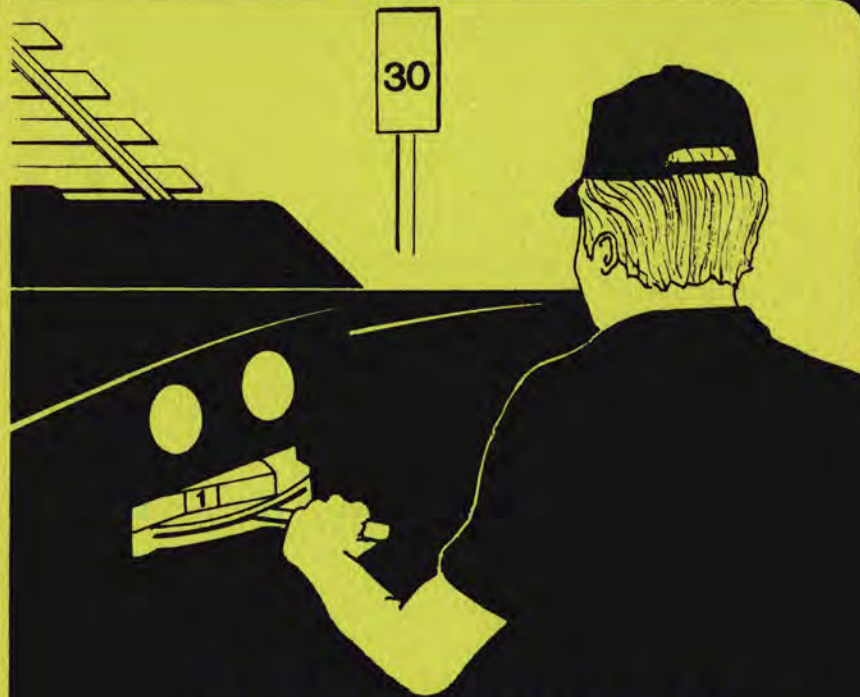
Certain modifications to the signal system have recently been made that provide the Engineer more advanced information to control train slack and save fuel. One such modification (which was requested by Third Subdivision Engineers in the fuel conservation classes) was the addition of a lower signal head (or unit) to intermediate signal 2625. This intermediate signal is the westbound approach signal to the westbound two-unit home signal at the east switch of Belden siding, a controlled siding on the Third Subdivision. (A controlled siding is a siding that is not only governed by signals under the control of a dispatcher, but the siding is also included in the signal circuits in its entirety so that the signal system identifies trains in the siding for the purpose of occupancy.) This modification allows signal 2625 to display an "advance approach-yellow over yellow aspect" (Rule 284) when a westbound train is lined into Belden siding and the siding is clear.

As a result of this signal modification, clarification of the "advance approach-yellow over yellow aspect" may be valuable. When this signal aspect is displayed in advance of a controlled siding, it not only indicates that the switch is lined for the siding, it also indicates that the home signal at the switch will be a "diverging approach-red over flashing yellow aspect" (Rule 286). This in turn indicates proceed on diverging route approaching next signal prepared to stop. In the case of a controlled siding on the Third Subdivision (where there are no intermediate signals in the siding) this indicates the entire siding is clear. If the siding was occupied then the home signal at the switch would be a "diverging restricting-red over yellow aspect" (Rule 287) (this could only occur if the siding was occupied by a preceding train moving in the same direction). Under these conditions, the approach signal to the home signal would be an "approach-yellow aspect" (Rule 285) and the lower signal head would be dark. This is the same aspect that would be displayed by the



\$\$\$\$ FUEL CONSERVATION \$\$\$\$

IT'S IN YOUR HANDS



THINK AND PLAN  
YOUR TRAIN HANDLING

# Caboosing

## GENERAL OFFICE

Supervisor-Joint Facilities Peter Martin and his wife Sharon (Personnel Department) are proud to announce "Royalty" in the family. Their daughter, Jessica, was crowned "Queen" in the 1982 Santa Clara County Baby Pageant. They wish to thank everyone who helped support her.



"Queen" Jessica Martin (right) shown with her mother Sharon at Baby Pageant. Runner up is shown on left.

## Transportation Gerrie Eichner

Lee Marshall of Customer Services has elected an early retirement. Good Luck, Lee, from everyone.

### **Congratulations to the following people:**

Andrea and Bill Thompson who are now the proud parents of twin girls. All are doing well.

Karen Moore, Transportation Budget Analyst, became engaged to Paul E.

Jacobs in September. No wedding has been set yet.

Anna McManus, promoted to Manager-Transportation Administration.

Nora Oley, promoted to Assistant Chief Clerk Demurrage.

Virgil Shealy, always "on the mend" returned from a recent illness, celebrated his birthday early, and visited relatives in Omaha.

Stan Heaney happily has returned from a bout with surgery. Welcome back, Stan.

Recent retirees Sheldon Glatt and "Bud" Baldwin have "dropped" by. Everything looking good.

Many birthdays since last publication and I hope all were as nice as mine. A fantastic surprise dinner party given for me by Jan Smith, former Accounting. My husband, John, arranged to fly my mother in for the surprise. Thanks to all who participated.

## Communications R. E. Enger

Having completed the better part of 40 years of service with The Western Pacific Railroad, William (Bill) L. Stephen who occupied the number one spot on the BRAC Seniority List of the Railroad retired as System Wire Chief, July 1982.

He began service as a Telegrapher on a work train at Wendover, Utah in August 1938.

At his own request, he rejected demerit and entered the Navy in June 1944. After "boot" and radio school, served on the heavy cruiser "Louisville".

in the South Pacific. He returned to Winnemucca and the Western Pacific in March of 1946.

Bill served as Secretary-Treasurer of the "Order of Railroad Telegraphers" for fifteen years. He was selected and trained as a Wire Chief-Teletypewriter Repairman in 1960. After serving in several Wire Chief assignments, he became System Wire Chief in San Francisco on April 1, 1964.

Bill's outstanding ability to oversee and maintain the teletype network was one of the reasons that the computer-controlled teletype network performed so well until replaced by higher speed devices in 1982.

Bill's youthful appearance is a testimonial to the benefits of playing a great game of tennis. Bill and Irene Stephenson reside in Mill Valley. Their many friends wish them both much happiness in Bill's retirement.

#### Management Services Department J. L. Artusy

The time sure flies by. It is difficult to believe the summer is over and along with it most Management Services vacations. Now it is back to the old grind for all of us.

Congratulations are in order to Alan Smith (Programmer/Analyst) and Bernadette Mikell on their marriage on August 22, 1982. Best wishes for a long and happy life together.

More good news! Annie Dauz and Ely Dauz (Senior Programmer/Analyst) are the proud parents of a baby boy, Michael Dionisio Dauz. Born September 14, 1982, Michael weighed 6 lbs. 14 oz. and was 21 inches long. Congratulations Ely and Annie.

Last but not least, Patrick J. Fernan (Programmer/Analyst) has received the Individual Performance Award from the Data Processing Management Association (DPMA). Patrick has been a member of DPMA since 1964 and has served as International Director, President and Treasurer. This award required several years of dedicated effort. Congratulations, Patrick.

#### OAKLAND/SAN FRANCISCO YARDS Rose Ganassin/Flo de Souza

Senior Trainmaster R. W. "Bob" Ridinger and crew spotted a "great white" about 6 miles south of the Farallon Islands while salmon fishing. According to Dr. McCosker of the Steinhart Aquarium in San Francisco, this great white is about 17 ft. long and weighs close to 3,000 lbs. Bob says, "I'm glad that big one got away!"



Photo by R. W. Ridinger aboard his boat "Boshar"

Welder Helper Ronald Darensburg and wife Gwendolyn, became proud parents of a daughter Taifa Shanaz born August 13, 1982 weighing 8 lbs. 20½" long. Taifa's brother Rashad is pleased to have a little sister.



Taifa S. Darensburg

#### STOCKTON YARD Elaine Obenshain

We wish a long and happy retirement to Switchman John E. Freeman who retired June 30, 1982 with 15 years service with Western Pacific at Stockton. John also worked 10½ years for the Southern Pacific.

Congratulations and good wishes are extended to Harriet J. Clayton and Wayne E. Woodruff, both train service employees, who were married in Stockton on June 19, 1982.

Freight Office Chief Clerk Billie N. Gage, who entered the service of Western Pacific on June 2, 1947, retired July 16, 1982 with 35 years service. A pot luck luncheon was held for Bill by fellow employees at Stockton Yard Office on July 15th. Bill and his wife were also honored by their fellow employees, relatives and friends at a dinner at McGuffies in Stockton. Among those present were their sons James and Paul, daughter Debbie and their three eldest grandchildren. Bill and Ruth are on an extended vacation - visiting the World's Fair in Knoxville, visiting friends and relatives in Arkansas and plan to spend the winter being "Snow Birds" in Arizona. We wish them a long and happy retirement - they are really starting out in the right way!!



Bill and Ruth Gage

On September 9th the San Joaquin Lodge of BRAC honored retired Clerks G. W. Churchill, E. P. Miller, B. N. Gage (who could not be present) and their

wives at a spaghetti feed at Angelinas in Stockton, which was attended by many current and former employees. Several who are already enjoying their retirement include John Rose, S. A. Martin and Ernie Davis and his wife.

Safety jackets have been presented to the following employees for their many years of accident-free work: Engineers H. G. Dopp, W. L. Fisher, D. J. Hedge, R. R. Jordan, L. T. Roberts; Conductors E. A. Goff, E. F. Reynolds and R. F. Thorpe; Switchman N. R. Schon; Clerks B. N. Gage, R. J. Ketchie, Mary E. McCullough, E. M. Obenshain, G. C. Overley, Velma G. Prentiss and W. R. Western. We are now all striving to earn our green jackets!

Work has been started on the new piggyback facility at the "east" end of Stockton Yard. This project is scheduled for completion by November 1, 1982.

Retired Engineer George Pollock passed away July 26, 1982. Our deepest sympathy is extended to his wife.

Congratulations to Brakeman and Mrs. B. A. Black whose first child was born July 23, 1982. The young lady has been named Michele Nicole.

Head Car Foreman Maurice Craven deserves special recognition for his courageous and quick actions in helping to save the lives of a family of six, the youngest being two years old, whose boat capsized in the Russian River where "Morrie" was on an outing with friends. After hearing screams, Morrie and a friend dived into the water pulling the family members to safety.

We are happy to welcome back to Stockton, Althea Evans McNeal, who is working the afternoon Crew Desk.

#### STOCKTON SHOPS Tom Spetter

Recently several employees of the Diesel Shop received jackets given by the Safety Department for continuous service without an accident. Foreman Phil Burch and Machinist Charlie Flynn each received jackets for fifteen years. Receiving jackets for ten years were: Foreman Roosevelt Salter; Sheetmetal



Workers Stan Pirtle and Raymond Harris; Machinists Tim Atkins, Walter Cox, Richard Jurado and Glen Slobig.

On August 31st Foreman Robert Valencia worked his last day for The Western Pacific. This ended an approximate 24 year career with the WP. Prior to going to work for the WP he was employed by the Southern Pacific as a Machinist. The employees of the Diesel Shop would like to congratulate him and wish him a long and happy retirement.

Machinist Richard (Dick) Field received his award for 25 years from Shop Superintendent Richard Lightle. Dick began his service in Oroville and has worked at the Diesel Shop since 1969. Congratulations, Dick!

### SACRAMENTO Transportation A. G. Cocreham

In September, Night Wire Chief Joe Tognet and his wife, Gisele, spent three weeks in Kenya, Africa on a touring safari. They visited Taita Hills, Amboseli, Masai Mara, Serengeti, Lake Nakuru, Lake Naivasha and the Mt. Kenya Safari Club (started by the late William Holden). During the Tognet's two-day stay at Serengeti, they witnessed a migration of wild beasts that was estimated at one million. The herd was a mile wide and when Joe and Gisele left Serengeti, there was still no end to the herd in sight. At Lake Nakuru they were treated to a show of a half a million pink flamingos on the lake. They also saw a Cheeta running after and capturing its dinner. Joe and Gisele saw practically every wild animal native to Africa including a lion from 10 feet away. Sounds like an exciting way to spend a summer vacation.

General Signal Engineer Al Wall and wife, Peggy, made an impromptu trip to Europe (six days preparation time), visiting England, Germany, Scotland, France and Belgium. Al spent his birthday on a train between Edinburgh and Inverness, Scotland (just around the corner from the infamous Lockness). They visited Signal Construction Engineer Scotty Thomson's aunt and uncle

at King Lassie, Scotland and were treated to tales of Scotty's life as a "wee lad" in Scotland. A highlight of their visit was the cathedral at Cologne, Germany which still shows damage from World War II. The Wall's did all their traveling on the railroads. Information: A Eurail pass cost \$250 per person and is good in all of Europe except England and Scotland; they are covered by a British Pass which costs \$107. What a deal! Important to note is that all trains leave the stations O.T. (on time).

Ken Jackson, our local Marketing Services Representative, (known far and wide as "The Great Mustachioed Hunter") bagged a "big" doe antelope. No picture available so we'll take him at his word. Being the railroad buff that he is, he rode Amtrack to Rollins, Wyoming and swears he stayed at Encampment, Wyoming (previous residence of the "big" antelope)

The South Sacramento Switchmen's Third Annual Picnic was held at Curtis Park, Sacramento, on July 31st. The perpetual baseball trophy is now in the hands of the South Sacramento Clerks as they won the baseball game 17 - 16. The series is now: Clerks-2 -- Switchmen-1. Everyone had a good time playing games and socializing.



Switchman Richard Barker is shown with the winners of the childrens egg toss contest -- Jill Thomas (left), daughter of Switchman R. L. Thomas, and her friend Erin (right). They received the first place prize of \$2.00.



Left to right: Switchmen R. J. Barker O. C. "Carl" Perrigo, Brad E. Enger and Monte Nelson As winners of the "adult" egg toss. Carl and Brad receive their cash prize from R. J. Barker and Monte Nelson

The Dispatchers' Picnic was the largest so far with 63 persons attending which included 10 retired Dispatchers. The event was held at Rusch Park, Citrus Heights on September 26th



Dispatchers (L to R) John McCall (also General Chairman) and retirees Carl Rowe, former Chief Dispatcher and John Cassidy, a former SN and WP Dispatcher

Short Notes. Our retired friend Pat Sullivan recently underwent surgery. He is out and about again on his boat. Glad you are feeling well

Crew Clerk Lola Landerman is busy getting ready for her trip to the British Isles - England, Scotland, Wales and Ireland.

Division Road Foreman-Engines Steve Humphreys and wife, Launa, are indeed

very pleased with their son, Kyle, who made an impressive showing in the recent U.S. National Speedskating meet in Ft. Worth, Texas coming in 5th! Well done, Kyle!!

### OROVILLE A. I. "Rick" Reichenbach

Vacations have come and gone and been enjoyed. Clerk Jack Burns spent part of his golfing at Las Vegas and did quite well, winning some prizes and "munny"

Agent Art Reichenbach and wife Martha spent some time traveling 6200 miles through the West and Midwest states - Royal Gorge, Nauvoo, Ill., Glacier National Park, Grand Coulee - beautiful country believe me! Later they were accompanied by retired Agent Art Reichenbach, Sr. and wife June for a trip to Washington state to visit relatives near Mt. St. Helens and catch a couple of trout, and another 2500 miles -- great fun!!

Some changes in the staffing hereabouts. Clerk Marge Parnell returned to work after a few months off due to illness. Glad to see her back again. Clerk Hank Upton has gone to Sacramento.

Congratulations to Don Dali for his Chairmanship of the local Chamber of Commerce Industrial Expo - Western Pacific was represented. It was a grand turn out and Don can be proud of his achievement. Our display was manned by Pete Norgaard and Steve Millar

Steve Dow, Midnight Operator/Clerk recently experienced some sadness with the passing of his mother. Our condolences to Steve and his family

Clerk John Riley is off on sick leave and will require some time to recuperate. We all wish him well and a speedy recovery

Retired Messenger Ted Hammond underwent several heart surgeries during July. Everything turned out okay and Ted is now up and around like a spring chicken. We were all very glad of the good outcome.

Retired Switchman C. E. McCarty, at the age of 94, was recently honored for his activities in his church. Even had a

write-up in the paper.

I exchanged greetings with retired Switchman Don Langston the other day. He is another retiree who looks real good.

M. H. Buckley, retired Agent from Reno, dropped in recently with his brother who worked for us back in the thirties and forties -- looking good.

M. A. McLain, retired General Clerk, and wife Mildred recently toured the Utah territory through Zion and Bryce National Parks. Very colorful country.

Trainmasters Clerk J. H. Folkner and his mother spent a few days in Carmel during his vacation.

If we don't see you before the Holidays, please be careful and enjoy

### SALT LAKE CITY Ed Hart

The annual Western Pacific Engineer's Picnic at Sugarhouse Park was a rousing success again this year. The September 11th event produced an excellent turnout of both active and retired engineers and their families; some of whom were Bill Sickman accompanied by his daughter, Mr. and Mrs. Ralph Aiello, Mr. and Mrs. Herber D. Jones, Mr. and Mrs. Bill Woodall, Mr. and Mrs. H. O. Smith, Mr. and Mrs. Art Biggs and Kyle Calvin. Our belated sympathies are extended to Engineer Calvin on the loss of his wife last spring.

Bud Thomas and Dean Collins did an excellent job of cooking all the hamburgers and hot dogs and Kelly and Esther Nessi helped coordinate the picnic this year to make it one of the most successful ever.

Engineer Bill Tatomer can be considered the Western Pacific instant celebrity. He will make his premiere appearance on the television game show "Tic Tac Dough" near the end of October. We say premiere appearance because they have invited him back next year to be a guest on another show, namely "The Joker's Wild." Not content to rest on these laurels, he is also singing tenor in the quartet which makes a stellar appearance in the musical Music Man at the Egyptian Theater in Park City. They are

in rehearsal now for 8 Christmas holiday performances. Go get 'em, Bill!

Engineer Steve Worthington and his wife Claudia didn't go to Europe this year but they did enjoy visiting with their oldest daughter from Omaha, Nebraska and their two oldest grandsons. Fishing in the Jackson Hole country with the whole family sounds like a pretty fair way to spend a vacation.

Congratulations are in order for Engineer Jay Hammond on his promotion - he is now a father-in-law. Jay and his wife, LoraLee, are pleased to announce that the former Nikki Jones of Bountiful became the bride of their son, Phillip, on September 4, 1982. After much discussion about whether to go to Las Vegas, Elko, etc. to get married, the young couple finally eloped to Woods Cross, Utah. Phillip and Nikki are both employed by Mountain Bell. Oh, by the way, congratulations on his other promotion, too. -- Jay is the new Fuel Conservation Officer. We all wish him well in both promotions.



## Service Awards July - September 1982



Chief Engineer John T. Smith (left) happily receives 25-year service award from Senior VP - Operation C. G. Yund.

### 45 YEAR

<b>W. D. Burns</b>	Engineer	Portola
<b>J. C. Parker</b>	Conductor	Elko
<b>E. S. Lagomarsino</b>	Clerk	Sacramento
<b>R. N. Kilgour</b>	Conductor	Portola

### 40 YEAR

<b>P. Alberro</b>	Carman	Elko
<b>E. F. Reynolds</b>	Conductor	Stockton
<b>L. M. Hays</b>	Conductor	Salt Lake City
<b>E. A. Goff</b>	Conductor	Stockton
<b>D. B. Rickman</b>	Clerk	Sacramento
<b>R. L. Smith</b>	Engineer	Salt Lake City
<b>R. L. Shepard</b>	Mech. Foreman	Oroville



**J. W. Hefferon**  
Conductor . . . . . Salt Lake City

**V. L. Mechling**  
Engineer . . . . . Salt Lake City

**R. W. Grummett**  
Engineer . . . . . Portola

**R. K. Harrison**  
Engineer . . . . . Elko

**35 YEAR**

**G. M. Nevius**  
Machinist . . . . . Stockton

**D. Thomson, Jr.**  
Signal Engineer . . . . . Stockton

**W. H. Langston**  
Engineer . . . . . Portola

**G. S. Coen**  
Chief Car Service Clerk . . . . . San Francisco

**W. A. Bastedo**  
Chief Clerk/Accounting . . . . . San Francisco

**J. L. Sudderth**  
Storekeeper . . . . . Stockton

**J. C. Dullea**  
Manager-Marketing Services  
Greater Bay Area . . . . . Oakland

**H. P. Mentaberry**  
Agent . . . . . Winnemucca

**P. F. Saenz**  
Assistant Manager-Pricing  
Services . . . . . San Francisco

**30 YEAR**

**H. L. Contois**  
Property Records Engineer . . . . . San Francisco

**A. P. Schuetz**  
Manager-Personnel . . . . . San Francisco

**A. L. Allen**  
Conductor . . . . . Salt Lake City

**W. F. Mart**  
Brakeman . . . . . Stockton

**J. L. White**  
Conductor . . . . . Elko

**R. F. Thorpe**  
Conductor . . . . . Stockton

**T. D. Kangas**  
Conductor . . . . . Oroville

**J. T. Smith**  
Chief Engineer . . . . . San Francisco

**J. F. Pennington**  
Yardmaster . . . . . Sacramento

**L. T. Clark**  
Engineer . . . . . Oakland

**25 YEAR**

**L. A. Barnes**  
Conductor . . . . . Portola

**R. D. Field**  
Machinist . . . . . Oroville

**J. P. Lorda**  
Yardmaster . . . . . Sacramento

**H. P. Guzman**  
Track Laborer . . . . . Oroville

**S. J. Worthington**  
Engineer . . . . . Stockton

**J. L. Tognini**  
Conductor . . . . . Elko

**A. E. Almanza**  
Track Laborer . . . . . Stockton

**A. R. Norris**  
Manager-Wire Chief . . . . . Elko

**F. A. Olson**  
Brakeman . . . . . Portola

**J. L. Banning**  
Brakeman . . . . . Stockton

**R. C. Ayala**  
Welder & Material Helper . . . . . Oroville

**H. R. Rowe**  
Brakeman . . . . . Stockton

**L. C. Wright**  
Brakeman . . . . . Portola

**20 YEAR**

**H. W. Edwards**  
Engineer . . . . . Sacramento

**D. J. Drake**  
Brakeman . . . . . Sacramento

**R. R. Jordan**  
Engineer . . . . . Oroville

**A. C. Solorzano**  
Machinist . . . . . Sacramento

**A. B. McGlamery, Jr.**  
Brakeman . . . . . Sacramento

**J. L. Icardo**  
Brakeman . . . . . Stockton

**L. B. Shields**  
Clerk . . . . . Fremont

**D. J. Aitken**  
Brakeman . . . . . Oroville

**15 YEAR**

**D. F. Meyer**  
Dispatcher . . . . . Sacramento

**M. S. Evans**  
Brakeman . . . . . Stockton

**L. H. Chaffin**  
Engineer . . . . . Stockton

**R. L. Peck**  
Lineman . . . . . Stockton

**D. D. Moore**  
Track Foreman . . . . . Yuba City

**T. J. Forestal**  
Clerk . . . . . Fremont

**M. W. Thatcher, Jr.**  
Engineer . . . . . Portola

**G. R. Cadena**  
Track Laborer . . . . . Stockton

**J. J. Franco**  
Track Laborer . . . . . Stockton

**S. E. McVean, Jr.**  
Director-Transportation San Francisco

**R. S. Hudson**  
TCS Maintainer Radum

**L. A. Martin**  
Brakeman Sacramento

**J. A. Rutledge**  
Machinist Oroville

**L. W. Falkenstein**  
Engineer Sacramento

**G. L. Dudley**  
Conductor Sacramento

**R. R. Roehm**  
Engineer Portola

**D. D. Bradford**  
Dispatcher Sacramento

**H. D. Gramps**  
Track Laborer Keddie

**H. M. Schimpfhauser**  
Secretary Marketing San Francisco

**R. L. Higley**  
Brakeman Elko

**J. Perales**  
Clerk Oakland

**R. G. Sturm**  
Clerk Yuba City

**Z. Sung**  
Clerk/Accounting San Francisco

**G. U. Frost**  
Clerk Sacramento

**A. G. Davis**  
Laborer Oroville

**R. A. Carriere**  
Carman Oakland

**E. J. Desimone**  
Carman Sacramento

**J. J. Phillips**  
TCS Maintainer Gerlach

**J. S. Medina**  
Brakeman Oakland

**A. A. Gomez**  
Track Laborer Stockton

**V. Dorkin**  
Clerk/Accounting San Francisco

**O. Rode**  
Carman Sacramento

**10 YEAR**

**I. Montanez**  
Track Laborer Milpitas

**J. L. Newsome**  
Brakeman Sacramento

**F. E. Wood**  
Brakeman Portola

**M. P. Kessler**  
Engineer Elko

**K. F. Arnoldsen**  
Dispatcher Sacramento

**J. M. LaFranco**  
Carman Sacramento

**G. M. Meenderink**  
Engineer Elko

**K. K. Ottley**  
Engineer Salt Lake City

**J. E. Siler**  
Engineer Portola

**A. A. Cocreham**  
Brakeman Sacramento

**L. W. Boykin**  
Brakeman Sacramento

**J. D. Nelson, Jr.**  
Brakeman Portola

**R. Salter**  
Diesel Foreman Stockton

**F. J. Easter**  
Brakeman Sacramento

**M. D. Gonzalez**  
Laborer Stockton

**M. G. Holt**  
Engineer Portola

**J. E. McDonnell**  
Engineer Elko

**L. K. Chappell**  
Track Inspector Portola

**P. E. Ibay**  
Keypunch Operator San Francisco

**W. S. Bledsoe**  
Comm. Maintainer San Francisco

**D. G. Josephson**  
Carpenter Keddie

**M. Nicholls**  
Clerk/Accounting San Francisco

**C. D. Gamble**  
Machinist Elko

**B. R. Cadman**  
Conductor Stockton

**J. P. Currier**  
Engineer Stockton

**L. L. Gass**  
Conductor Stockton

**R. Morones**  
Brakeman Stockton

**D. D. Kartchner**  
Carman Sacramento

**J. D. Ellis**  
Clerk Portola

**S. F. Moore**  
Clerk Oakland

**F. B. Castellano, Jr.**  
Conductor Stockton

**G. F. Fernandez**  
Track Foreman Oroville

**C. M. May**  
Engineer Salt Lake City

**D. G. Smith**  
Conductor Stockton

**A. N. Waight, Jr.**  
Track Laborer Keddie



## Appointments

<b>W. G. Cleveland</b> Fuel Conservation Officer	Stockton
<b>J. W. Hammond</b> Fuel Conservation Officer	Salt Lake City
<b>J. R. Sanford</b> Fuel Conservation Officer	Oroville
<b>J. L. Artusy</b> Applications Programmer	San Francisco
<b>M. E. Falcao</b> Data Quality Control Analyst	San Francisco
<b>V. J. Harris</b> Supervisor-Technical Publications	San Francisco
<b>G. S. Nilsson</b> District Agent	Oakland
<b>M. G. Lusk</b> District Agent	Stockton
<b>D. E. Davis</b> Agent	Stockton
<b>M. J. Barajas-Ramos</b> Treasury Analyst	San Francisco
<b>D. W. DeLauter</b> Programmer Trainee	San Francisco
<b>M. W. Watson</b> Vice President-Market Development & Pricing	San Francisco
<b>K. Goldsworthy</b> WPX Vice President- Administration	Oakland
<b>G. M. Plummer</b> Director-Intermodal Operations	Oakland
<b>J. Tham</b> Director-Intermodal Marketing	Oakland
<b>A. L. McManus</b> Manager-Transportation Administration	San Francisco

## They Have Retired

All of us at Western Pacific wish the very best for the following employees who have retired from active service.

<b>Charles M. Cavis</b> Accounting Clerk, San Francisco	August, 1982	37 yrs.
<b>Louie Del Moro</b> Clerk, Sacramento	September, 1982	47 yrs.
<b>Bill N. Gage</b> Chief Clerk-Freight, Stockton	July 16, 1982	35 yrs.
<b>Cruz P. Gloria</b> Track Laborer, Modesto	July 1, 1982	14 yrs.
<b>Francisco R. Montanez</b> Track Laborer, Milpitas	August 27, 1982	20 yrs.
<b>Andreas J. Norgaard</b> Clerk, Winnemucca	September 30, 1982	33 yrs.
<b>George C. Spencer</b> Head Car Foreman, Sacramento	July 19, 1982	40 yrs.
<b>William L. Stephenson</b> System Wire Chief, San Francisco	August 1, 1982	44 yrs.
<b>Clarence J. Trappe, Jr.</b> Agent, Pittsburgh	July 15, 1982	32 yrs.
<b>Robert Valencia, Jr.</b> Diesel Foreman, Stockton	Sept. 1, 1982	24 yrs.

## In Memoriam

Mileposts wishes to record the deaths of the following active and retired Western Pacific employees and to extend condolences to their families and friends.

<b>Ralph E. Danielson</b> Retired Storekeeper - Oakland	Sept. 28, 1982
<b>Serafin G. Equinoa</b> Retired Carman - Stockton	July 17, 1982
<b>Bob J. Fraley</b> Reserve Engineer - Winnemucca	Sept. 23, 1982
<b>Max Gonzalez</b> Retired Switch Tender - Stockton	Sept. 10, 1982
<b>James D. Jones</b> Retired Carman - Oakland	Sept. 8, 1982
<b>Mary Eva Wentling Lamberty</b> Retired Steno Clerk - Elko	Aug. 29, 1982
<b>Ralph T. Lowry</b> Retired Hostler Helper - Portola	Sept. 9, 1982
<b>Charles F. Malis</b> Retired Engineer - Winnemucca	Aug. 11, 1982
<b>George F. Manikas</b> Machinist - Sacramento	Sept. 6, 1982
<b>John W. Mills, Jr.</b> Assistant Director-Revenue Account- ing - San Francisco	Oct. 9, 1982
<b>Emmett Mumphrey, Jr.</b> Retired Hostler Helper - Oakland	Aug. 30, 1982
<b>W. Russell Nicholas</b> Retired Blacksmith - Sacramento	Sept. 14, 1982
<b>George Pollock</b> Retired Engineer - Stockton	July 26, 1982
<b>Craig N. Vetter</b> Retired Comm Maintainer - Sacramento	Aug. 6, 1982
<b>Marvel L. Walt</b> Retired Secretary - San Francisco	Aug. 28, 1982
<b>John E. Williams</b> Retired Signal Maintainer - Oroville	Sept. 16, 1982
<b>Lois L. Hooe</b> Retired Clerk	Sept. 23, 1982
<b>Gladys Rosengarten</b> Retired Clerk - Elko	Sept. 13, 1982
<b>Eugene Valerio</b> Retired Track Laborer - Oroville	April, 1982

## "Once I Built A Railroad"

Did You Know That:

SAN FRANCISCO, CA was the name originally given in honor of St. Francis of Assisi to the Gulf Farallones by Sebastian Rodriguez Cermeno, Portuguese navigator in 1595. A dutch cartographer, having heard of Sir Francis Drake, used the name "Babis (Bay) de Sir Francisco Drake", which was subsequently applied to what is known as Drake's Bay. Both Cermeno and Drake missed the great landlocked harbor which was named San Francisco Bay in the latter part of the 18th Century.

or that:

ELKO, NEV (MP 665.4) has several traditions as to the origin of its name. A common explanation is that it was named for elk that roamed the surrounding hills, yet old timers say that, within their memory, there never were elk in these hills. Sam P. Davis, in his history of Nevada, says that the name is due to Charles Crocker, one of the builders of Central Pacific. Crocker, it is said, was fond of animals and carried a list in his pocket notebook. And so, when asked what name should be given to this point, consulted his list and finding the "elk" was the next in line, thereupon coined the word "Elko".

A third tradition has it that Elko is an Indian word signifying "beautiful". The legend as related by Professor Lester W. Mills of Elko, who has made extensive historical researches in that area, is in substance as follows:

In 1850 a train of six emigrant wagons, trekking west along the Humboldt River, stopped below the Hot Springs near Elko, where an Indian lad lay starved and dying beside the trail. It was evening and camp was made. The emigrants tenderly cared for the Indian boy and placed him in the same bed upon which lay a golden-haired white boy who was dangerously ill.

On the third day of camp a small band of Indians approached, led by their chief who proved to be the father of the Indian lad and who said that his son had been stolen by the Paiutes a week before. When the chief was made to understand how the emigrants had cared for his son, he gravely took his pipe, filled it, and after a few puffs, passed it to the white men as a sign of peace -- a peace which this band of Indians never forgot.

On the following day the white boy died. That night the Indians gathered around the grave and chanted their death songs until morning. "Elko! Elko!" cried the chief again and again. At sunrise, when the emigrant train moved on westward, the Indians escorted it until the high Sierra was reached, whereupon they returned to their tribal lands.

Five years later, when the father of the golden-haired white boy returned, he found that the grave had been marked with many curiously carved stones. Then it was that he learned that Elko was the Indian word for beautiful.

or that:

SPRAY, UT (MP 902.4) was named in the early WP days when waves from Great Salt Lake, the dying sea of America whose shore line had been receding, dashed against the railroad's road bed. Occasionally, cars of passing trains would be sprayed with salt water leaving incrustations on their sides.



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### FIC MILEPOSTS

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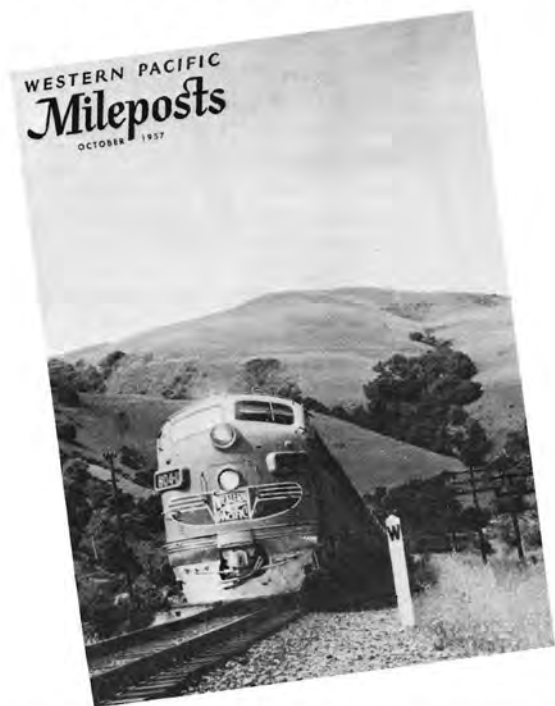


MILEPOST 254: Looking east between Tobin and CAMP RODGERS.



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## ***On the Cover 25 Years Ago***



Summer scenes such as this in California's Niles Canyon were a real pleasure for passengers aboard the now discontinued California Zephyr