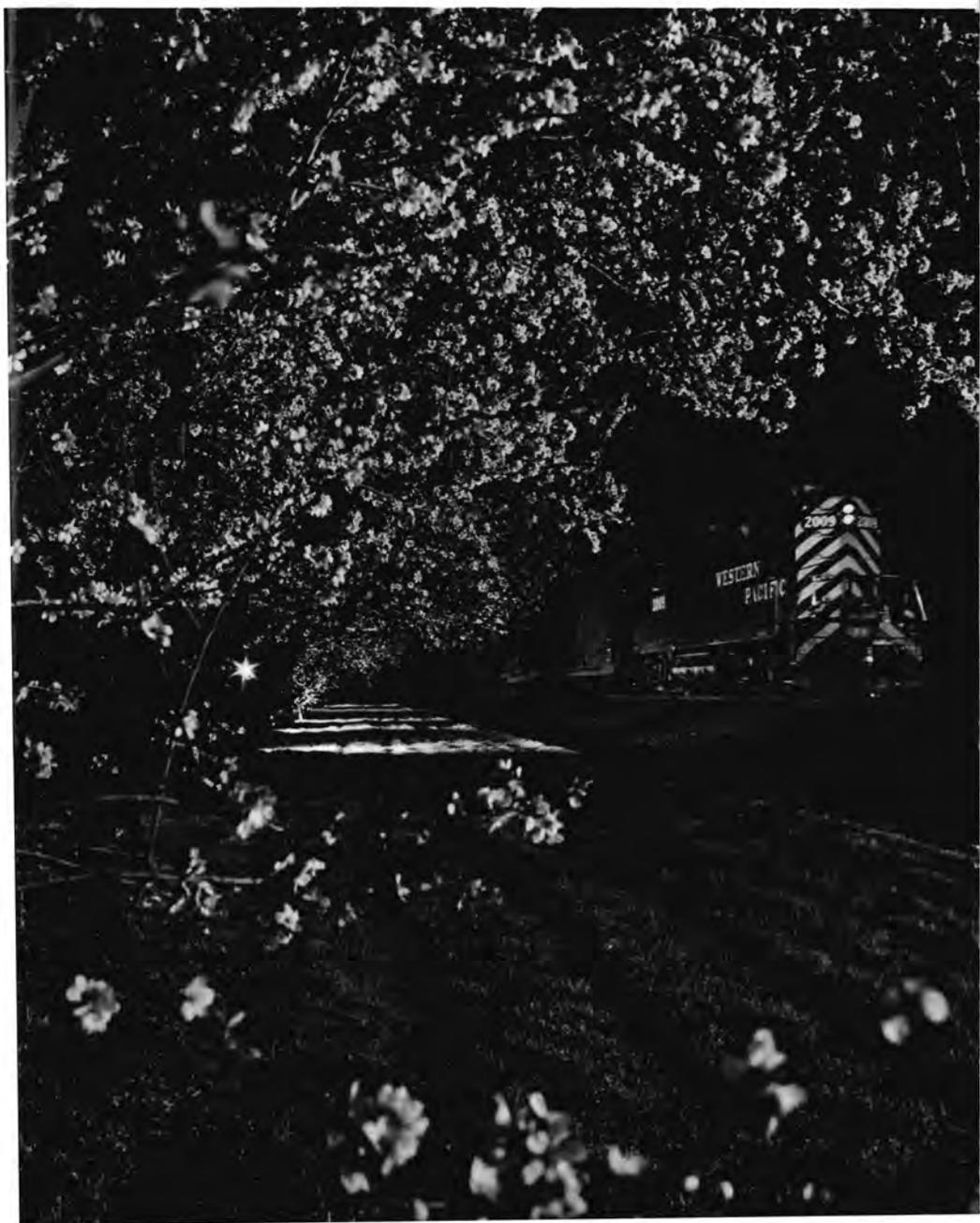


WESTERN PACIFIC

SPRING 1982

Mileposts



526 Mission Street

Management Services Department has the prime responsibility of supplying the informational needs, programming and processing capabilities for the Western Pacific Railroad and its subsidiaries.

Historically this has been accomplished by the use of large systems (computers) commonly referred to as "mainframes" costing hundreds of thousands of dollars. But like any problem solving method, there are alternatives to solve the existing situation and implement a system for an efficient solution.

Large systems require large budgets, sophisticated programming languages and extremely detailed planning as to the interactions of the programs, the design and the using department's needs.

Several years back we embarked on a plan of obtaining "mini" computers to handle individual application areas that were not going to be placed on the mainframe because of other more pressing priorities. (see the article contained in this issue showing the differences between mainframe, minis and micros.)

We started with an IBM System 3 for our systems demurrage processing in Sacramento. We also put an IBM System 3 in the Western Pacific Transport Company for their billing and accounting functions.

Then in 1977, we purchased two Digital Equipment Corporation mini computers (DEC) to develop our present Terminal Information Systems operation (T.I.S.). All our Data Entry (keypunching) is done on a Sperry Univac 1910 system which is also a mini computer.

The Accounting Department secured an IBM 5110 this past year to assist in income and cash flow forecasting, income cash updates, working plans, month-end financial statements, and the internal management reports which can be propagated from a self-contained, individualistic inputted system.

As the state of the art has progressed, "micro computers" are now playing an even more important role in helping to achieve our corporate goals.

We now have and will continue to place the proper tools in our various departments to obtain more productive, efficient and economical benefits for the company.

There are Apple Computers, Osborne Computers and individual personal computers involved in our ever-expanding network of information collection, processing and knowledgeable display of information.

An example is our Apple computer in the Marketing Department which is developing our share of the market, forecasts and pricing situations created by the recent deregulation within the transportation industry.

Our Engineering Department has embarked upon an inventory control system to survey, monitor and control each and every piece of

equipment within the Maintenance of Way throughout our system.

Our Intermodal effort also benefits by monitoring and controlling the trailer and van equipment, the contribution statements of that subsidiary company as well as quoting rates to our customers for the railroad transportation industry.

The benefit of these "user friendly" micros is that the using department can basically design their own systems, be more productive, produce the reports and data and make changes without the sophisticated and complicated higher programming languages. As each individual department increases its own productivity by the use of such computers, the overall company results will be improved many times over.

We are seeing within the auto industry, the steel industry, the import/export industry, the energy industry as well as the banking industry that productivity will start at the basic roots of the mid-management level.

Micro computers, in addition to being utilized as the basic working tool at all management levels, will, in the decades to come, be increasingly used as management's "think tanks", and the benefits to be derived from such utilization will be measured in more efficient and economic operations in all aspects of the transportation industry.

These computers, be they mainframes, minis or micros are but a productional tool similar to the calculators, typewriters, dictaphones or the phone system of the earlier part of the last 30 years in the business world. Our economy depends upon progress; computers are but another tool to help make our everyday life, and the business world a better place to live.



C.P. Hughes
C. P. Hughes
Vice President-Management Services

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ON THE COVER



Tidewater Southern's 8PM hauler out of Stockton passes through a blossoming almond orchard just north of McHenry station on the northern fringe of Modesto. Diesel 2009, a regular on TS jobs, is in the charge of Engineer M. D. White on a balmy February 28th, 1982, just hours before a hearty spring rain washed out most of these tender blooms--but not before the buds had set to ensure a good harvest come fall.

Cover photo by Ted Benson



Problem: How do I store the information in this file for ready reference?



Solution: One possible solution is the Osborne micro computer. A true "desk-top" computer, Western Pacific is experimenting with several at this time.

Is There A Mini Or Micro Computer In Your Future?

By Jon Vlasak
Photos by Bill Burnside

Personal or Micro computers are becoming more popular daily, both for home use, and in business use to supplement the power of mainframe computers or to be used as stand alone systems for small applications.

The fast paced growth of personal computer sales has caused some economists and futurists to see the personal computer outpacing the television set as far as an impact on American lifestyle. In 1950 fewer than 10% of U. S. households had a TV set. By 1960, 90% had TV's and by 1980, 98% had TV's. As compared to the sales of small computers, in 1982 about 500,000 were sold and sales for 1985 are forecast to top 3.5 million units.

The majority of personal computers purchased to date have not been bought by the general public but by professionals. That is probably due to the fact that people do not understand the capabilities of the machine and are afraid of having to program them.

A person does not have to be a programmer or electronics technician to own and effectively use the personal computer. There are a multitude of software packages now available for

all makes of personal computers that will do just about anything you wish, within reason. From arcade style games through personal and business financing to taxes, investments and word processing, there is a readily available package. These packages are by and large, well developed with the level of documentation being written for the layman's use, not the computer professional's. The packages range in price from \$25 (most of the games are in this area) to \$200+, depending on the sophistication and capability of the software.

What are personal computers used for besides playing Space Invaders or balancing your checkbook? Today's home computers can easily control household lights, the heating/cooling systems, and door lock, using existing house wiring for the control and monitoring of signals. This can also be easily expanded to include smoke and fire detection as well as security sensors, with direct communications links to police or fire departments. Readily purchased hardware boards, and software packages exist--(just plug them in). Techniques have also been devel-

oped to allow remote communications with your computer via a hand-held touch-tone pad.



Besides being a desk-top computer, the Osborne is also portable.



The "TIS" central mini computer in San Francisco.

Not only can your personal computer manage your heating and cooling systems for maximum economy and efficiency, it can be programmed to actual needs, such as sensing the absence of anyone in a room and then shutting down the heating or cooling for that room. How about a list of all your insurance policies, with provisions, changes and pay dates. Or store all records of all important dates--birthdays, anniversaries and the like. Use the word processor for mailing lists for those Christmas cards. And don't forget an inventory of your personal and household possessions (including serial numbers and date/place purchased). That data, combined with a video-tape of your home, provides one of the best levels of documentation available for insurance companies in the event of fire, theft or other disaster.



The IBM 5110 mini computer currently in use in the Finance Department.



One of the many "TIS" terminals which communicate with the San Francisco mini.

Young people exposed to personal computers tend to spend a great majority of the time with the computer games, but they are also spending time programming and using the personal computer for a wide variety of applications. I think that the main reason children today are more receptive to personal computers than adults is that they are not afraid of them. They approach the micro with an open mind--it's just a tool or aid, like a calculator. There are estimates that



An Apple II computer in use in the Marketing Department.



The "System 34" mini computer in use in the Operating Department.



Chief Demurrage Clerk Steve Chin removes a report from the "System 34" printer.



New typewriters also have memory ability. Shown is the Contitronix Eight-K which is currently in use in WP's Personnel Department.

approximately 75% of the children graduating from high school today have had some exposure to computers. And the majority of colleges and universities are requiring at least an orientation course on computers in their core curriculum. The word processing capability is very useful for school research papers and themes.

One thing to keep in mind—the personal computer, although an amazing technological breakthrough, still has limited capabilities. There are limits to the amount of data that can be stored and accessed. ☑



Author Jon Vlasak is currently assigned as the Data Base Administrator in the Management Services Department. In his assignment he analyzes and determines the best application of machine technology to store, process and use data needed by the various departments. Jon is WP's resident expert on the use of micro and mini computers. He is also a railroader having spent a total of thirty years with Western Pacific by this December.

A Little BIT Of A Dictionary That Comes With A Big BYTE That You Can NIBBLE On The Side

- BASIC** ("basic") Beginner's All-purpose Symbolic Instruction Code. A popular computer language invented at Dartmouth for educational purposes. An easy-to-learn language, it is most similar to Fortran. It is available now on almost all microcomputer systems in varying degrees of completeness. There are tiny BASICs, which have just the bare essentials, regular BASICs, which are usually some form of Dartmouth BASIC, and super BASICs, which may incorporate features from other languages. There are often serious compatibility problems between various BASICs.
- BIT** A contraction of binary digit. A bit is a 0 or a 1. Bits are universally used in electronic systems to encode information, instructions, and data. Bits are usually grouped in larger units such as nibbles (4), bytes (8), or words (16, 24, 32, 86 or more).
- BUG** A mistake. Eliminating the mistakes from a program is known as debugging.
- BYTE** A group of 8 bits. A byte is universally used to represent a character. Microcomputer instructions generally require one, two or three bytes. One byte has two nibbles.
- COBOL** ("ko-ball") Common Business Oriented Language. A high-level language with "English-like" statements designed for business applications.
- CP/M** Control Program for Microcomputers. A popular single-user operating system for 8080, Z80 and 8085-based microcomputers created by Digital Research.
- DATA BASE** A systematic organization of data files for central access, retrieval and update.
- DISKETTE** Floppy disk. A flat circle of mylar substrate coated with a magnetic oxide, rotating inside a special jacket which continuously cleans the surface.
- DOT MATRIX** A method of forming characters by using many small dots. Usually patterns are 5 by 7, or 7 by 9, though for very high quality characters, patterns of 11 by 13 dots or more are required.
- FLOPPY DISK** A mass-storage device using a flexible (floppy) mylar disk (diskette) to record information. The diskette is permanently sealed in a square plastic jacket lined with a soft material which cleans the diskette as it rotates. A cut-out slot provides access to the moving head which

must actually come in contact with the diskette surface in order to read or write. Other holes in the jacket provide access to sector index holes in the diskette itself.

- FLOPPY MINI** A smaller floppy that is 5¼" square compared to 8" for the standard floppy.
- FORTTRAN** ("for-tran") FORMula TRANslator. An early high-level language devised for numerical computations. Although somewhat complex and obsolete, it is still one of the most used programming languages in scientific environments. It requires a compiler. (By contrast, BASIC, derived from FORTRAN, can be interpreted.)
- HARDWARE** The boards, chips, wires, nuts and bolts, etc.; i.e., the physically existing components of a system.
- K** An abbreviation for thousand, from the prefix kilo.
1K = 1 thousand
- MEMORY** A storage area for binary data and programs. Also: Any device which will store information. In a computer, memory is divided into fast electronic memory integral to the computer, and external, slower memory such as disk drives and tape drives, using magnetic recording methods.
- MICROCOMPUTER** Refers to the small desk-top or "personal" computers on the market. They have limited memory capacity and rather slow execution time. Price ranges from \$250 - \$2000 for a basic unit.
- MINICOMPUTER** Refers to larger units and systems. They have greater memory capacity and process information more quickly. Price ranges from \$15,000 to \$50,000+.
- NIBBLE** Usually 4 bits or half a byte.
- PROGRAM** A sequence of user-specified instructions which result in the execution of an algorithm. Programs are generally written at one of three levels: (1) binary or hexadecimal code (directly executable by the MPU), (2) assembly language (symbolic representation of the binary code, requiring an assembler), or (3) high-level language (requiring a compiler or interpreter, e.g., BASIC.).
- RAM** Random Access Memory. It denotes, in fact, Read/Write memory.
- ROM** ("romm") Read-Only Memory.
- SOFTWARE** The instructions that tell hardware what to do with data, i.e., the programs. Contrast with: hardware.

EMPLOYEE ASSISTANCE:

- Alcohol - A Family Affair

Whenever a drinking problem develops in a family, family members do what comes naturally in reaction to their personal experience. Their natural reactions are very human.

If there is a drinking problem in your home, here are some of those natural human experiences and reactions. Your concern may have evolved into actual fear, guilt and loneliness, hurt and anger and very likely resentment. You may have found yourself lashing out at the person with the drinking problem or at the children in ways you never did before.



TOM CUTTER
Manager-Employee Assistance

Perhaps you have the feeling that you are absolutely alone and helpless. That too, is frequently a natural result of living with such a condition without adequate understanding and outside help.

You have experienced something else that may or may not have yet registered in your awareness. You have experienced that doing what comes naturally has not helped. It has not helped you - nor the person with the drinking problem - nor the situation.

Now, this is really important for you to know and believe. The reason doing what comes naturally has not helped, is because it cannot help. That's not your fault. It just cannot help. And, that's why outside help is needed.

If you are wondering whether there is a drinking problem in your family, check it out by answering the following questions. If you are convinced there is a drinking problem in your family, answering the questions is a must.

Questions

1. Do you lose sleep because of someone's drinking?
2. Do many of your thoughts revolve around the drinking situations and problems resulting because of that person's drinking?
3. Do you try to control the drinking by asking for promises to stop drinking?
4. Do you make threats?
5. Do you have increasing negative attitudes toward the person?
6. Do you mark, hide or empty bottles of liquor or medication?
7. Do you think that everything would be ok if the drinking situation changed?
8. Do you feel alone, rejected, fearful, angry, guilty, exhausted?
9. Do you try to deny or conceal the drinking situation?
10. Do you cover and protect the person?
11. Are you beginning to or have you withdrawn from friends and outside activities?
12. Are financial problems increasing because of the drinking?

Three or more "yes" answers to the above questions mean there is a drinking problem and you do need outside assistance.

The Western Pacific Railroad has provided outside assistance in the form of the Employee Assistance Program. This Program is strictly confidential, no entries are ever made in the Company's employee personal record files, it's available to all employees and their immediate families on a 24-hour basis.

If you believe you may have an alcohol problem with a member of your family, or any other kind of problem that you feel may be affecting you or your family, please feel free to call. It might save a life!

Remember, if you need help

**THE WESTERN PACIFIC RAILROAD COMPANY
EMPLOYEE ASSISTANCE OFFICE**
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STOCKTON, CALIFORNIA 95207
BELL TELEPHONE: (209) 957-2452
COMPANY TELEPHONE: STOCKTON EXT 200



Safety First

Special Notice For All Operating Employees

Watch this space in future issues of MILEPOSTS for important information relating to the rules for the 1982 Western Pacific Safety Survey. You'll not want to miss being eligible for the Grand Prize and other prizes related to the safety contest that will be taking place the last six months of 1982. Also watch your home mailbox for other information.

Sixth Series Of Golf Tournaments And Picnics Announced!

Senior Vice President-Operation R. C. Marquis recently announced the schedule of Western Pacific, Sacramento Northern and Tidewater Southern Golf Tournaments and Picnics. Well in advance of each date an announcement covering all details will be circulated across the property. The details for the Oroville outing are already being circulated. Those who have attended these outings in the past know of their success and the unique opportunity for our families to get together and share some old-fashioned fun. Oldtimers and newcomers alike should save this schedule and make plans now to attend the closest outing. See you there!

OROVILLE - MAY 15th

Picnic - North Forebay Recreation Area
Golf - Table Mountain Golf Course

GRAEAGLE - JUNE 19th

Picnic - Feather River Prep School
Golf - Graeagle Meadows Golf Course

ELKO - AUGUST 14th

Picnic - Elko City Park
Golf - Ruby View Golf Course

PLEASANTON - OCTOBER 9th

Picnic - Alameda County Fairgrounds
Golf - Sunol Golf course

Railroad Retirement Board Release

Major Differences Between Railroad Retirement and Social Security

Annuities awarded under the Railroad Retirement Act are for substantially greater amounts than the benefits awarded under the Social Security Act. Railroad retirement annuities include a portion, called tier I, which is the equivalent of a social security benefit, and a second portion, tier II, which is comparable to the private industrial pension payable over and above social security benefits. In addition, there are differences between some of the age requirements, the benefits available under the 2 systems and work restrictions.

Some of these basic differences are described in the following questions and answers.

1. What is the approximate difference in retirement benefit amounts awarded recent retirees under the Railroad Retirement and Social Security Acts?

For career railroad employees retiring directly from the railroad industry in fiscal year 1981, regular annuities, including 1981 cost-of-living increases, averaged about \$920 a month. Monthly benefits awarded at the end of fiscal year 1981 to regularly employed workers covered under social security averaged about \$530. If benefits for their spouses are added in this example, the combined benefits for the employee and spouse would approximate \$1,450 under railroad retirement coverage compared to about \$700 under social security coverage.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between \$23 and \$43, which are payable to employees who retire directly from the industry with 25 or more years of service. Adding a supplemental annuity to the railroad family's benefit increases total benefits to over \$1,475 a month.

2. Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes. Under both railroad retirement and social security, the benefits awarded recent retirees are generally greater than the benefits payable to those who retired years ago, primarily because recent awards are based on higher average earnings. The average age retirement benefit paid at the end of fiscal year 1981 to retired employees on the Board's rolls was \$580 compared to \$385 under social security. Spouse benefit payments averaged \$250 under railroad retirement compared to \$185 under social security.

3. How do disability awards to employees compare?

Disabled railroad workers retiring directly from the railroad industry in fiscal year 1981 received about \$810 a month on the average, including the July 1981 cost-of-living increase, compared to about \$430 a month for disabled workers under social security.

Under both railroad retirement and social security coverage, benefits are payable to workers who are totally disabled. The Railroad Retirement Act also provides disability benefits to career employees who are disabled for work in their regular railroad occupation, even though not totally disabled. The Social Security Act requires a 5-month waiting period before benefits are payable, while disability benefit payments under railroad retirement can be effective with the first month an employee is disabled.

4. What are the highest amounts recent retirees could receive?

The maximum monthly amount payable to an employee and spouse at the end of calendar year 1981 was about \$1,660 under the Railroad Retirement Act, compared to about \$1,100 under the Social Security Act. This example is based on a rail employee who began work in 1937 and continuously earned the maximum creditable toward retirement benefits each year through 1981. For example, under both systems, annual earnings up to \$3,600 were cred-

itable in 1951, while annual earnings up to \$29,700 were creditable for 1981. Very few employees earn the maximum amount creditable each year throughout their careers, so these maximum benefits are payable to relatively few families.

5. Can railroaders retire at earlier ages than workers under social security?

Railroad employees with less than 30 years of service, and their spouses, can receive annuities at age 65, or at age 62 with an early retirement reduction. These age requirements are the same as under social security. But, railroad employees with 30 or more years of service, and their spouses, can receive railroad retirement annuities at age 60, without an early retirement reduction.

6. Does social security offer any benefits which are not available under railroad retirement?

Social security does pay certain types of benefits which are not available under railroad retirement. For example, if an employee is disabled before retirement age and his wife is caring for minor or disabled children, social security pays additional benefits to the family members. However, the Railroad Retirement Act includes a special minimum guarantee provision, which insures that an employee's benefits will at least equal the amount that would be payable to the family under social security. Therefore, if a retired rail employee's family includes persons who would otherwise qualify under social security, the retired rail employee's annuity would be increased to reflect what social security would pay the family, unless the annuity is already greater than that amount.

7. How do railroad retirement and social security survivor benefits differ?

Survivor benefits are generally higher if payable by the Board rather than social security. Survivor benefits awarded by the Board to widows and widowers of railroaders in fiscal year 1981 averaged \$470 a month, compared to about \$340 under social security.

Both the railroad retirement and social security systems provide a lump-sum death benefit to help pay burial expenses. But, the railroad retirement lump-sum benefit is generally payable

only if survivor annuities are not immediately due upon an employee's death, while the social security lump-sum benefit may be payable regardless of whether monthly benefits are also due. Under social security law, the lump-sum benefit is \$255, while under railroad retirement the lump sum can be over \$1,100 if the employee had completed 10 years of service before 1975.

The railroad retirement system also provides a residual lump-sum death payment which, in effect, insures that the railroad family receives at least as much in benefits as the employee paid in railroad retirement taxes before 1975. Reductions are made for any retirement benefit paid based on the deceased employee's railroad credits and for any survivor benefits paid by either the Board or the Social Security Administration. In general, if an employee had received railroad retirement benefits for a few years before death, the benefit payments would be greater than the railroad retirement taxes the employee paid; consequently, a residual benefit would not be payable.

8. How do work restrictions differ between the 2 systems?

Under both railroad retirement and social security, retirement benefits may be reduced if an employee works after retirement. In 1982, a reduction of \$1 in retirement benefits is made for every \$2 earned over \$6,000 for those age 65-71 and over \$4,440 for those under age 65. Under social security, the entire benefit is subject to reduction; under railroad retirement, only a portion of employee and spouse annuities is subject to work reductions. Under both systems, the entire amount of survivor benefits is subject to work reductions. Special restrictions apply under both systems to any earnings by disabled workers.

The railroad retirement system requires that an employee or spouse actually retire, that is, stop working for the last employer before retirement. Railroad retirement benefits are not payable for any month an annuitant works for a railroad, and employee and spouse annuities are not payable for any month the annuitant works for the last pre-

retirement employer. Under social security, an individual is not required to stop working for the last pre-retirement employer to receive benefits.

9. How do railroad retirement and social security taxes compare?

Historically, railroad retirement taxes have been considerably higher than social security taxes. In 1969 and 1970, they were almost twice as high as social security taxes. These higher railroad retirement taxes were required to finance the higher benefits payable under railroad retirement. While railroad retirement taxes on employees were reduced to the same rate paid by workers under social security in 1973, the taxes on railroad employers were increased to pick up the difference, so that the combined rate remained much higher than the combined rate on social security covered work.

The 1981 amendments to the Railroad Retirement Act substantially increased railroad retirement taxes on both employers and employees. In 1982, workers under both railroad retirement and social security pay retirement taxes of 6.7% on earnings up to \$32,400 a year. Both railroad and social security covered employers match these retirement taxes. However, railroad employees also pay an additional 2% tax on earnings up to \$24,300 a year, while their employers pay additional retirement taxes of 11.75% on earnings up to \$24,300 a year. Railroad employers also currently pay a separate 17¢ per work-hour tax to finance the railroad retirement supplemental annuity program.

Recent legislation (Public Law 97-123) extended social security taxes to the first 6 months of sick pay. This law also amended the Railroad Retirement Tax Act so that the railroad retirement tier I tax (the social security level tax) will apply to both privately paid sickness benefits in the railroad industry and to sickness benefits paid under the Railroad Unemployment Insurance Act. In other words, these benefits are now considered to be "compensation" for purposes of the Railroad Retirement Tax Act, and thus subject to the tier I tax.

Although certain items of this legislation still require clarification, the following questions and answers outline its basic provisions as they apply to Railroad Retirement Board sickness payments.

Retirement Tax on Sickness Benefits

1. Specifically, what sickness benefits will be subject to this tier I tax?

Under the new law, compensation subject to the railroad retirement tier I tax shall, effective January 1, 1982, include all payments made to an employee or his dependents on account of sickness or accident disability during the first 6 months the employee is off work. Excluded from this tax are payments which are made under a workmen's compensation law, payments under the Railroad Retirement Act, or payments under the Railroad Unemployment Insurance Act for days of sickness resulting from on-the-job injuries. Sickness benefits paid by the Railroad Retirement Board will, therefore, be subject to the tier I railroad retirement tax, unless the benefits are claimed because of on-the-job injuries.

2. If sickness benefits are now subject to the railroad retirement tier I tax will they also be considered as compensation for purposes of the Railroad Retirement Act?

No. The legislation, as currently written, makes no provision to credit these taxable benefits as compensation under either the Railroad Retirement or Railroad Unemployment Insurance Acts.

3. Will the Railroad Retirement Board withhold these taxes from sickness benefit payments?

Yes. The Board is required to deduct the employee's portion of the tier I taxes from the payment of taxable sickness benefits. The taxes the Board withholds then will be deposited with the Internal Revenue Service.

4. How much will this tax amount to?

The tier I railroad retirement tax rate is 6.7%. This means that if sickness benefits of \$250.00 are otherwise payable for a 14-day claim period, \$16.75

would be withheld for the tier I tax.

5. Will railroad employers also be subject to this tax?

Yes. In addition to withholding the employee's portion, the Board is to notify the employee's normal railroad employer of the sickness benefits paid. Upon notification by the Board, employers of the employees who receive these benefits will have to make matching tier I tax contributions.

6. Will the monthly maximum that applies to railroad retirement taxation be considered in the withholding of this tier I tax?

No. The taxes will be withheld without regard to the maximum amount taxable each month. In the event that an employee determines that taxes in excess of the maximum have been withheld, it will be up to the employee to seek a refund of these excess taxes when filing his or her Federal income tax return.

7. Will the Board notify those individuals who received these taxable benefits as to the amount received and the tax withheld?

Yes. At the end of calendar year 1982, and each succeeding year, the Board will send statements to sickness claimants showing the amount of sickness benefits paid which was subject to the tier I railroad retirement tax and the amount of tier I tax withheld.

Increase in Dual Benefit Windfall Payment

The railroad retirement annuities of about 400,000 of the one million persons on the Railroad Retirement Board's benefit rolls were increased on January 1. This increase will also be reflected in the monthly annuity payments issued on February 1 and March 1.

The annuitants receiving the increased payments are those who qualified for both railroad retirement and social security benefits before 1975, and whose annuities thereby include a portion called a dual benefit windfall payment.

The dual benefit windfall component of annuity payments is funded by general revenue appropriations rather than by railroad retirement payroll taxes; and

since October 1, 1981, payment of this component has been contingent upon the Federal budget and appropriations process. Since the appropriation for the fiscal year beginning October 1, 1981, was expected to be \$350 million, which was only 79% of the costs of total projected dual benefit windfall payments for the year, the Railroad Retirement Board was required to reduce the windfall component in October, November and December annuity payments by 21%.

Under the December Federal budget resolutions effective through March of this year, an appropriation of \$379 million is anticipated. Consequently, the Railroad Retirement Board is now paying the dual benefit windfall components with a reduction of 15% rather than 21%.

The Board is preparing a special retroactive payment which will represent the difference between the 21% and 15% reductions for the months of October, November and December. This payment is currently scheduled for mid-February.

The level of windfall benefit payments for April and the balance of the fiscal year ending September 30, 1982, will be determined when the appropriation is finalized.



GENERAL OFFICE

Luncheons, cake-and-coffee get together and dinners marked the end of many railroad careers during January, February and March. Those who will enjoy the "good life" include two of the three remaining Dining Car Waiters from the days of the California Zephyr, Security Inspectors George H. Caldwell and James D. "Mac" McMullen.

Many other early retirees from General Office also joined the ranks of this "elite" group:

J. W. Long	R. F. Brew
J. H. Brown	J. G. Etchebehere
D. L. Loftus	G. R. Green
S. Glatt	G. E. Ingle
S. E. McVean, Sr.	H. Klein
R. W. Mustard	F. Louie
R. E. Artusy, Sr.	J. B. Morgan
H. E. Baldwin	G. E. Bowers

**Transportation
G. Eichner**

Stan Heaney, Chief Clerk-Mechanical, is recuperating at home after having had back surgery in early March. We all wish him a speedy recovery.

Welcome back to Lu Wheeler to the "Friendly Customer Service Center".

Congratulations to Connie Gordon who has been promoted to Manager-Demurrage; to Steve Chin who is the new Chief Demurrage Clerk; to Marilyn Nilsson, Head Demurrage Clerk and to Karen Moore who has been promoted to Transportation Budget Analyst. A big "Welcome Back" is extended to Andrea Thompson who has returned from a leave of absence and to Bob Dyer who is back from Fremont.

**Mechanical
Jean Smith**

Four colorful decades of railroading ended March 10, 1982 upon the retirement of Chief Mechanical Officer Robert W. Mustard who was honored by nearly 200 guests at the Red Lion Motor Inn, Sacramento. The farewell dinner included a program and lively professional entertainment.

The program, under the general chairmanship of Hy O'Rullian with General Counsel & Senior Vice President-Law Walt Treanor as Master of Ceremonies, brought out friends and many of the railroad industry's top officials from all across the country as well as railroad supply company officers.

Everyone had a great time and it was a night to remember for Bob and Margie Mustard.



R. W. "Bob" Mustard and wife Margaret (2nd & 3rd from left) are surrounded by well wishers. Left to right: Manager-Budgets & Admin. H. A. O'Rullian, Chief Mechanical Officer-Locomotives J. S. Miller (standing), Director-Personnel T. R. Green, Mrs. T. R. (Martha) Green, Vice President-Transportation R. E. Artusy (also a retiree) and Mrs. R. E. (Ginger) Artusy. Photo by J. R. Craig.

Management Services Department J. L. Artusy

We are beginning another, hopefully winning, season for the Management Services inspired Western Pacific softball team. Good luck, have a great season!

Congratulations and commendations are due to Dennis Thomas, Computer Operator and Mike Petersen, Data Quality Control Analyst for their quick action on January 3 in notifying the San Francisco Fire Department of the fire in the basement of 526 Mission and for extinguishing the fire, thereby preventing a possible disaster.

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wife Jan from Winnemucca are leaving for a two week golfing vacation at Silver Lakes, California. This seems to be a yearly event so am sure they have a great time - especially since they are all very good golfers.

We were saddened when we learned of the death of retired Engineer John Brown. Even though John was busy with many activities he still came down to the offices about once a week visiting with us all and recalling incidents that occurred while he was working here in Elko. John was always a loyal employee and loved the railroad. He'll be missed by his many friends.

Despite the cold weather and long distances that many traveled, over 125 friends and family attended Glen Beck's retirement party held at Elko on Saturday, February 6. Many more sent their regards by way of contributions toward Glen's gift along with cards and letters wishing he and Ann a very happy retirement. Glen, Roadmaster at Wendover, retired effective January 31, 1982.



Glen shows off one of many gifts, a power saw, presented at his retirement dinner. Mrs. John T. (Patsy) Smith is shown in the background.

Division Engineer Bruce Brown, on behalf of all of us, presented Glen and Ann their many gifts, messages of congratulations and just generally did a fine job of keeping the evening on schedule.

Engineer-Maintenance of Way John Smith presented Glen his Service Award and related his career with the Western Pacific which spanned some thirty-three years beginning in Elko and moving to Winnemucca, Keddie,

Wendover and many points in between. Glen touched many of our lives in so many ways...he was always there when he was needed, he was helpful to everyone and he always had time for a word of encouragement or advice.

Mike Moudy presented Glen with a Safety Jacket, noting that Glen worked thirty-three years without a reportable injury - an example for all of us!

SALT LAKE CITY Ed Hart

Wedding bells did some clanging on March 26 when Mike Coulter, son of Engineer and Mrs. Bill Coulter took Sherlyn Gines as his bride. On March 27 Engineer and Mrs. Bud Thomas also acquired a new daughter-in-law when their son Russell became the groom of Linda Merchant. Our congratulations to both young couples.

Not to be outdone by wedding bells, the stork dropped another baby on Engineer Ed Hart's family when son Steve and his wife Julie, who live in Tonopah (Anaconda County), Nevada became the proud parents of Katie Hannah. Katie and her sister, Sarah, are also the granddaughters of Engineer and Mrs. Ralph Diggs of Portola and great-granddaughters of retired Carman and Mrs. Glenn Pinney of Salt Lake.

If there is any truth to the saying that he isn't getting older he's getting better it really must apply to the two oldest retired Salt Lake Division employees. Retired Conductor Irving Lee "Kil" Kilgore and retired Engineer William "Bill" Woodall both retired in 1959 and at their respective ages of 88 are still going strong.

Engineer Woodall's family all declare he has "gotten better with age" and it must be true since he still takes care of his own yard, pruning his trees and tending his roses. Bill and his wife Flora play a lot of gin rummy (they didn't say who wins) and migrate to their cabin in Wyoming at every opportunity. Family get-togethers are as often as possible at Bill's home where Flora still cooks for the family.

You can bet with three daughters, two sons, 22 grandchildren and 21 great-grandchildren they don't spend much time alone.

Conductor Kilgore calls himself an "old tramp" and having worked most of the railroads in the United States I guess he really deserves the title. He started railroading in 1912 in West Virginia and worked his way west on nearly every railroad until he found a home on the Western Pacific in 1920. He served as an Assistant Trainmaster in Wendover and Trainmaster in

Portola. For many years he was the Conductor on the California Zephyr. After his retirement he worked with and served as President of the Retired Railroad Employees Association and eventually became the National Vice President.

We are happy to welcome Signal Maintainer Bob Lee back to work after a six month absence. Bob became ill last July and only returned to service on January 15. Bob and his wife Betty live in Tooele and have one daughter and 3 grandchildren. Stay well, Bob!



Service Awards January - March 1982



TS Clerk Bill Western gets his 30 year pin from TS Trainmaster Joe Yonan at Modesto. Photo by Ted Benson, Modesto.

45 YEAR

J. L. Rush
Brakeman Winnemucca

G. E. Bowers
Manager-Internal Audit San Francisco

D. H. Miller
Engineer Fremont

J. H. Brown
Director-Rules & Safety San Francisco

H. B. Dessel
Mechanical Laborer Sacramento

35 YEAR

E. M. Obenshain
Clerk Stockton

M. H. Robinson
Track Laborer Oroville

30 YEAR

C. E. Bossen
Signal Supervisor Winnemucca

J. E. Vlasak
Signal Supervisor Sacramento

D. L. Loftus
Director-Marketing
Administration and Planning .. San Francisco

G. L. Neilson
Signal Supervisor Keddie

J. H. Milton, Jr.
Division Lineman Winnemucca

A. A. Munozledo
Asst. Track Foreman Oakland

40 YEAR

B. Q. Perkins
Brakeman Salt Lake City

E. G. Madsen
Clerk San Francisco

T. A. Atkins
Machinist Stockton

R. C. Ditmanson
Dispatcher Sacramento

C. E. Lear
Clerk Oroville

D. L. Acker
Brakeman Elko

H. A. Knappe
Communications Supervisor .. San Francisco

G. J. Manikas
Machinist Sacramento

J. A. Dietz
Clerk Fremont

N. Laba
Clerk Fremont

D. R. Macleod
Manager-Wire Chief San Francisco

20 YEAR

R. L. Wilkinson
Track Foreman Keddle

R. D. Reynolds
TCS & Design Engineer Sacramento

M. Bozeman
Lineman Stockton

W. R. Manning
Engineer Portola

J. Mendoza
Car Foreman Stockton

C. F. Flynn
Machinist Stockton

T. F. Grajeda
Carman 1Milpitas

D. J. Hedge
Engineer Stockton

C. D. Jones
Roadmaster Elko

M. E. Mc Cullough
Clerk Stockton

H. G. Dopp
Engineer Stockton

R. H. Sanchez
Machine Operator Keddle

F. L. Mohatt
Brakeman Sacramento

15 YEAR

J. C. Redd
Clerk Oroville

D. D. Fells
Bridge & Building Foreman Stockton

J. M. Jessen
General Roadmaster Sacramento

G. M. Christ
Sr. Trainmaster Salt Lake City

P. C. Sanchez
Dispatcher Sacramento

S. J. Pittie
Sheet Metal Worker Stockton

D. E. Camp
Clerk Stockton

D. L. Seely
Clerk Milpitas

A. Villalpando
Carman Oroville

D. W. Colen
Carman Stockton

R. D. Trost
Mechanical Foreman Portola

R. F. Navarro
Track Laborer Fremont

M. V. Paulson
Carman Milpitas

A. Jacobo
Carman Sacramento

10 YEAR

R. G. Cotton
Dispatcher Sacramento

L. C. Queen
Engineer Winnemucca

J. S. Lau
Clerk San Francisco

D. S. Jones
Engineer Sacramento

J. I. Cosby
Engineer Sacramento

W. H. Kennedy
Machinist Oroville

F. H. Young
Crane Operator Elko

W. Valentine
Manager-Coal Marketing San Francisco

L. J. Hillst
Field Mechanic Keddle

K. P. Brooks
Machinist Stockton

C. C. Cox
Engineer Elko

W. G. Francisco
Engineer Stockton

B. L. Sheltrown
Engineer Elko

M. W. Frazier
Carman Stockton

L. W. Leger
Asst. Manager-Service
& Equipment Chicago

J. R. Couch
Track Foreman Keddle

D. L. Felkins
Machinist Stockton

J. W. Stanton
Engineer Stockton

R. A. Bacon, Jr.
Engineer Portola

J. Martin
Track Foreman Elko

K. R. Berset
Engineer Sacramento

L. F. Trujillo
Track LaborerBurmester

H. Y. Begay
Track LaborerBurmester

J. J. Flores
Hostler Stockton

Appointments

H. E. Meeker
Director-Cost Analysis San Francisco

D. R. Nowicki
Senior Cost Analyst San Francisco

L. R. Meyers
Senior Operations Analyst San Francisco

P. J. Fernan
Programmer Analyst San Francisco

H. G. Holt-Smith
Manager-Intermodal Administration
and PlanningOakland

J. P. Wilmoth
Director-Marketing Administration
& Information San Francisco

A. E. Heezen
Supervisor-Marketing
Information San Francisco

S. A. Millar
Manager-Industrial Sales San Francisco

W. D. Brew
Director-Taxes & Internal Audit/
Corporate Secretary San Francisco

J. M. Ferrol
Director-Management Control
and Analysis San Francisco

M. Stroube
Manager-Management Control
& Analysis San Francisco

J. F. Finley
Manager-Financial Statements San Francisco

C. E. Shipman
Manager-Damage Prevention San Francisco

H. D. Teller
Asst. Manager-Damage
Prevention San Francisco

P. A. Torres
General Foreman-M of W Wendover

R. E. Shideler
Chief Mechanical Officer-Cars Sacramento

J. S. Miller
Chief Mechanical Officer-
Locomotives Stockton

R. B. Redus
Assistant to Senior Vice President-
Operation San Francisco

J. K. Brennan
Director-Operating
Administration San Francisco

P. J. Martin
Supervisor-Joint Facilities San Francisco

R. E. Dorsey
Office Manager San Francisco

K. L. Moore
Transportation Budget Analyst San Francisco

C. M. Hammond
Director-Terminal Services San Francisco

K. R. Custis
Manager-Terminal Services Stockton

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

C. T. Mallory
Manager-Locomotive Utilization Sacramento

S. E. Humphreys
Division Road Foreman Stockton

W. D. Lindquist
Asst. Manager-Bulk
Products Marketing San Francisco

P. F. Saenz
Asst. Manager-Pricing
Services 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.

Richard E. Artusy, Sr.
Vice President-Transportation, San Francisco Apr. 1, 1982 41 yrs.

Henry E. Baldwin
Sr. Transportation Supervisor, San Francisco Apr. 1, 1982 40 yrs.

George A. Barnes
Roadmaster, Portola Apr. 1, 1982 15 yrs.

Glen C. Beck
Roadmaster, Wendover Feb. 1, 1982 32 yrs.

Jack H. Belmont
Division Road Foreman, Oroville Feb. 1, 1982 40 yrs.

George E. Bowers
Manager-Internal Audit, San Francisco Apr. 1, 1982 40 yrs.

Robert F. Brew
Office Manager-Rules & Safety, San Francisco Apr. 1, 1982 40 yrs.

Eugene M. Brockett
Carman, Sacramento Mar. 9, 1982 40 yrs.

James H. Brown
Director-Rules & Safety,
San Francisco Feb. 1, 1982 40 yrs.

George H. Caldwell
Security Inspector,
San Francisco Apr. 1, 1982 36 yrs.

Conrad T. Clark
Trainmaster,
Modesto Jan. 31, 1982 13 yrs.

John G. Etchebehere
Manager-Disbursements,
San Francisco Apr. 1, 1982 36 yrs.

Clayton L. Foss
Transportation Co-
ordinator, Sacramento Apr. 1, 1982 12 yrs.

William Gault
Shop Superintendent
Stockton Apr. 1, 1982 37 yrs.

Sheldon Giatt
Director-Customer
Services, San Francisco Mar. 1, 1982 43 yrs.

George R. Green
Director-Economics &
Cost Analysis,
San Francisco Apr. 1, 1982 36 yrs.

Ralph R. Grajeda
Track Laborer, Oakland Mar. 16, 1982 26 yrs.

William H. Holt
Supervisor-M of W Equip-
ment Shop, Oroville Apr. 1, 1982 34 yrs.

Gordon E. Ingle
Manager-Property Taxes,
San Francisco Apr. 1, 1982 35 yrs.

Harold Klein
Manager-Industrial
Projects, San Francisco Apr. 1, 1982 36 yrs.

Stanley C. Lemm
Sales Manager, Oakland Feb. 1, 1982 7 yrs.

Donald L. Loftus
Director-Marketing
Administration & Planning,
San Francisco Feb. 1, 1982 30 yrs.

John W. Long
General Supervisor-Demur-
rage, San Francisco Apr. 1, 1982 10 yrs.

Franklin E. Louie
Draftsman, San Francisco Apr. 1, 1982 33 yrs.

James D. McMullen
Security Inspector,
San Francisco Apr. 1, 1982 24 yrs.

Stuart E. McVean, Sr.
Office Manager, San
Francisco Mar. 1, 1982 40 yrs.

Jonathan B. Morgan
Assistant Controller,
San Francisco Apr. 1, 1982 44 yrs.

Robert C. Morris
Claims Manager, Oakland Apr. 1, 1982 40 yrs.

Robert W. Mustaro
Chief Mechanical Officer,
San Francisco Mar. 1, 1982 42 yrs.

Otis C. Nicholas
Mechanical Foreman,
Oroville Mar. 8, 1982 27 yrs.

William F. Royal
Project Manager, SF Apr. 1, 1982 40 yrs.

Bill G. Rumsey
Communications Engineer,
Sacramento Apr. 1, 1982 35 yrs.

Paul E. Scott
Transportation Supervisor,
Sacramento Apr. 1, 1982 40 yrs.

Jack W. Shoblom
Clerk, San Francisco Nov. 1, 1981 28 yrs.

Hobert C. Smith
Assistant Field Survey
Engineer, San Francisco Mar. 1, 1982 28 yrs.

Railroad Facts

Railroads moved more coal in 1981 than in any year since the late 1940's, with a record 12.6 million tons loaded in just one week.

....

There are some 28,100 locomotive units in service on the major railroads, over 99 percent of which are diesel-electric. The superiority of modern locomotive units over older types is illustrated by the fact that the railroads in 1981 handled over three times the revenue ton-miles that were handled 50 years ago when there were twice as many locomotives.

....

At the end of 1981, there were some 1,672,565 freight cars in the U.S. fleet, enough to form a train nearly 16,000 miles long.

....

Railroads move about 60 percent of the country's coal production and have equipment available to handle increased production which, according to the Department of Energy, could double by 1995.

....

"Once I Built A Railroad"

Did you know that:

FEATHER RIVER, CALIFORNIA (First crossing of its Middle Fork, M.P. 213.3) In 1820, when Don Luis A. Arguello, Spanish explorer, discovered this river, third longest in the Golden State, he found quantities of wild pigeon feathers floating on its surface and therefore named it Rio de las Plumas or River of the Feathers. Another explanation, but fanciful only, is that this beautiful river was so named because of the feathery spray of its cascading waters. Plumas County derived its name from that of the river.

or that:

WINNEMUCCA, NEVADA (M.P. 532.2) Named for a noted Piute Chief, Po-i-to, known in later years as "Old Winnemucca", who commanded the redskins at the Battle of Pyramid Lake. Winnemucca is said to signify the "breadgiver" or "the charitable man". A characteristic of the Indian language is the use of generic forms to express general or fundamental ideas. In "Winnemucca" we have the counter-

part of the English word "lord" which is derived from the Anglo-Saxon "hlaford" or "hlaflard" which means "loaf (bread) keeper" or "loaf-guard". Whether Anglo-Saxon or Indian, he who acquires bread and shares it with others is the lord and master and guardian of his followers.

or that:

WENDOVER, UTAH (M.P. 806.3) The name of this point, now site of the Army Air Base, was derived by Thomas J. Wyche, when construction engineer on the eastern division, from the old Anglo-Saxon verb "windan", which means to go or to wind because this place is at the foot of the grade which winds over the Toano Mountains, direct to the west. Wendover is at the base of Granite Range. Mt. Sinsi, which resembles the Biblical mountain of Mosiac note, is seen to the northeast. The Deep Creek Railroad formerly was operated south-erly from Wendover to the Garrison Monster Mine and Gold Hill (distance 44.6 miles from Wendover), which was one of the stations of the Pony Express in 1860-1861.

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.

John A. Brown
Engineer - Elko Mar. 12, 1982

Charles B. Christiansen
Marine Oiler - San
Francisco Mar. 14, 1982

Virgil L. Classen
Chief Clerk - San
Francisco Feb. 24, 1982

Oscar S. Correa
Chief Clerk - Modesto .. Dec. 8, 1981

Edward T. Cuyler
Chief Mechanical Officer -
Sacramento Mar. 14, 1982

Van O. Davison
Asst. Mgr.-Quality Control
& Freight Claims-San
Francisco Mar. 14, 1982

Louis J. Fischer, Sr.
Engineer - Stockton Feb. 2, 1982

Daniel J. Irwin
Director-Freight Claims -
San Francisco Mar. 3, 1982

Lucille F. Harrington
Secretary-San Francisco Mar. 13, 1982

Salvatore Martello
Carman - Sacramento . Jan. 10, 1982

Fred Merkel
Laborer - Sacramento . Jan. 18, 1982

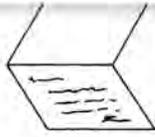
James R. Quick
Clerk - Sacramento ... Jan. 29, 1982

Ambrose McGraw
Engineer - Stockton ... Jan. 11, 1982

William E. Richs
Brakeman-Conductor
Oroville Feb. 16, 1982

Edgar Scott
Engineer - Elko Dec. 20, 1981

A. B. Tedd
Clerk-Oroville March 25, 1982



Letters Received

Dear Editor:

I would like to thank Western Pacific for my retirement party which took place on January 27, 1982 at the Sheraton in Memphis, Tennessee.

It seems like yesterday - my first duties with WP, loading onions at French Camp, California in 1951.

One million miles of travel and hundreds of friends later, it's time to say goodbye.

My best wishes to all at WP.

Sincerely,
James B. Hansen
Retired Mktg.Svs.Repr.-Memphis
Hernando, Mississippi

May I take this means of thanking each and every one of you who so very sincerely expressed your sympathy in the loss of my beloved Dan. Your cards, notes, flowers and donations to charitable organizations are a great tribute to a beautiful man and are deeply appreciated.

Sincerely,
Anne Irwin
Retired Secty.-Genl.Claims-SF
San Carlos, California

This letter is to acknowledge receipt of my 40 year service award which arrived today.

I am certainly pleased and much indebted to you for this extremely attractive watchband. It is not only of utilitarian nature--it is pleasantly designed in a very beautifully simplistic way.

This fine gift will always remind me of the pleasant years spent in Western Pacific service.

Again my sincere thanks for your generosity.

Sincerely yours,
James E. Boynton
Retired Engineer-Portola
Quincy, California

It might be of interest to employees and readers of MILEPOSTS to know at the present time there are four books on the market about Western Pacific.

Western Pacific Steam Locomotives by Guy L. Dunscomb and Fred A. Stindt. Complete history and photos of all classes of WP steam power, including pre-California Zephyr passenger cars and trains. 376 pages, hard cover, 478 photos. \$38.50 plus shipping and state tax. Guy L. Dunscomb, 2502 Fremont Avenue, Modesto, CA 95350.

Western Pacific Diesel Years by Joseph A. Strapac. Complete diesel locomotive history including Sacramento Northern and Tidewater Southern. 208 pages, soft cover, over 300 photos. \$18.95 plus \$1.50 shipping. Overland Publications, Box 445, Muncie, Indiana 47302.

Western Pacific Pictorial by John J. Ryczkowski. Pictorial coverage of WP from San Francisco to Salt Lake City, from steam to diesel power. Including CZ passenger cars, freight cars and maintenance of way equipment. Also SN and TS photos. 370 pages, over 1000 photos, hard cover, Steel Rails West Publishing Co., P.O. Box 1663, Sparks, NV 89431. \$34.50 plus \$2.00 shipping.

Also available from the above Publisher, a 22 x 28 color lithograph of the jacket cover painting - 913 at Keddie in the snow. Special \$5.00 plus \$1.00 shipping in a mailing tube.

The Western Pacific by Don DeNevi. History of WP starting with history of Central Pacific. Concluding with photo section of Flying Scotsman and album of photos by Ted Benson. This book is not recommended because of its inaccuracies and irrelevant material and photos. \$15.95 plus \$1.50 shipping from Superior Publishing Co., Box 1710, Seattle, WA 98111.

The above books are available from local railroad hobby shops or direct from the publishers.

Sincerely,
Norman W. Holmes
Engineer-Portola

WP-UP-MP Merger Update

The briefing process in the merger case was fully completed as of April 23, 1982. The next step is the hearing of oral argument, by the full Commission, in Washington, D. C. on July 22, 1982.

Following oral argument it is anticipated that there will be a decision issued by the full Commission by mid-October 1982.

Transportation Facts

The most accurate method of measuring freight transportation performance is the "ton-mile" (one ton moved one mile), because it reflects both tonnage and distance. Likewise, passenger transportation is measured in "passenger-miles"; i.e., one passenger carried one mile.

The U.S. transportation industry provided nearly 2.5 billion ton-miles of freight service in 1980.



Member-Association
of Railroad Editors

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526 Mission Street
San Francisco, CA 94105

T. R. Green, Director-Personnel
A. P. Schuetz, Manager-Personnel
and Editor, Mileposts

B. A. Adams, Personnel Officer
and Associate Editor,
Caboosing

Almost 245 billion passenger-miles of service were provided by the nation's public passenger carriers in 1980.

Over 11 percent of the U.S. civilian workforce is engaged in transportation-related occupations, according to the Transportation Association of America.

The transportation industry and related manufacturing industries spent over \$46 billion in 1981 for new plant and equipment, the Transportation Association of America reports. This sum represented 14.4 percent of total business expenditures last year for such capital outlays.

Taking railroads, highways, airways, pipelines and waterways as a whole, the Transportation Association of America estimates that the continental U.S. is served by a transportation network totaling nearly 1.5 million statute miles.

VOL. 34 NO. 2 SPRING 1982



MILEPOST 252: Looking east, this picture is taken six-tenths of a mile west of the bridge at Tobin which crosses the Feather River and places the WP Main Line on the south side of the river.

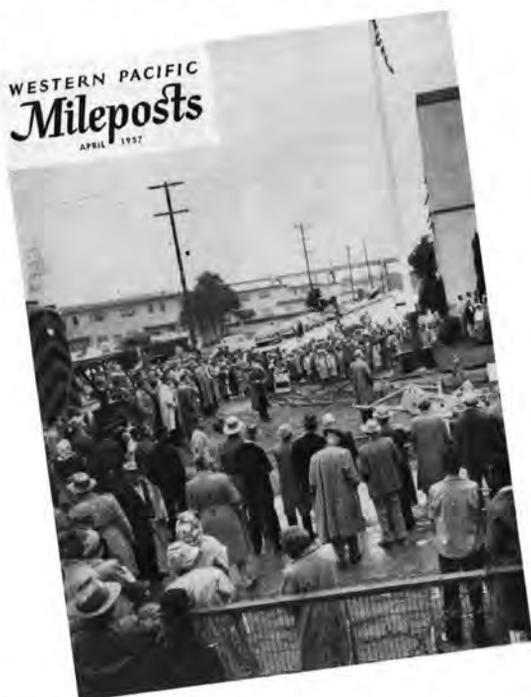
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On the Cover 25 Years Ago



Oakland's Mayor Clifford Rishell presides at a ceremony honoring the driving of a polished spike opening a new track connecting WP with the Oakland Army base and the Port of Oakland.