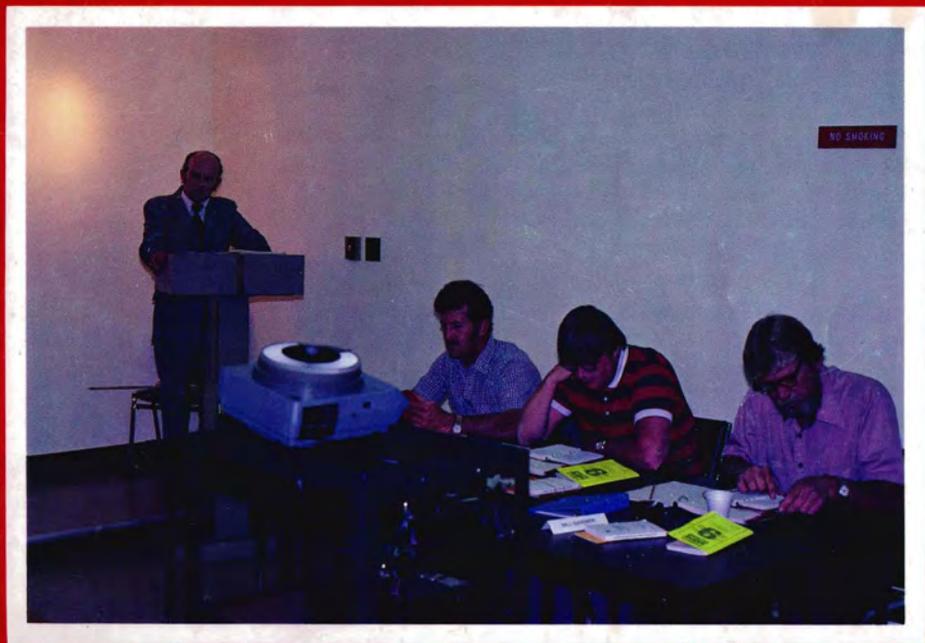


WESTERN PACIFIC

SUMMER 1982

Mileposts



526 Mission Street

Major Changes At The Executive Level

R. G. "Mike" Flannery was elected President and Chief Executive Officer of the Missouri Pacific Railroad succeeding James W. Gessner, who died in May. Mr. Flannery's appointment was effective July 1.

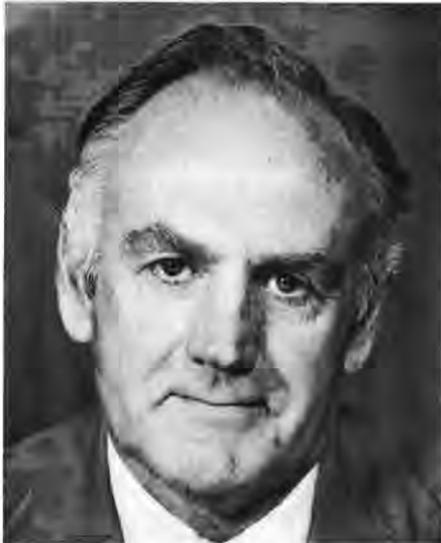
Succeeding Mr. Flannery, who was Western Pacific's President and Chief Executive Officer since 1973, is R. C. "Bob" Marquis who was elected WP's 12th President and Chief Executive Officer on June 9. Mr. Marquis came to Western Pacific as General Superintendent-Transportation on March 16, 1971 after a career on the old New York Central System beginning as a telegrapher in 1946.

Immediately prior to his election Mr. Marquis had been serving as WP's Senior Vice President-Operation, a position he had held since October 1, 1972.



R. C. Marquis

Replacing Mr. Marquis as Senior Vice President-Operation is C. G. "Carl" Yund. Mr. Yund has been WP's Chief Engineer since June 1, 1978 and came to Western Pacific as Western Division Superintendent on September 20, 1974. Prior to joining Western Pacific, Mr. Yund was employed by the Penn Central Railroad and its predecessor, the Pennsylvania Railroad, his last position with Penn Central being Superintendent-Operations, Southern Region.



C. G. Yund

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FUEL CONSERVATION NEWSLETTER
At center of Mileposts - a quarterly newsletter prepared by the Operating Department.

ON THE COVER



District Superintendent Ron Ahearn conducts a class during the pilot for Western Pacific's new Conductor's Training Program. Pilot students shown are Western Pacific conductors (from top) Fred E. Parker, Gary D. Metzendorf and Bill A. Gardner.

Story on Page 4
Photo - Mileposts

New Conductor Training Program Unveiled

Photos - Mileposts

What happens when you place several senior and experienced operating officers on a project to develop and implement a training program for Road Conductors? "Probably the most interesting and enjoyable training session I have ever attended", said one conductor. "The course was three days but seemed like one", said another.

Late last fall a decision was made to provide instruction for conductors in 1982 and beyond. The Personnel Department has the responsibility for coordinating such training efforts and began a systematic evaluation of the tasks and duties of road conductors in concert with both the Western and Eastern Division operating personnel. While task analysis is never an easy effort it was made easier in this case by the interest and dedication of the team assembled to do this job. The full time group consisted of Manager-Personnel, A. P. Schuetz, Bay District Superintendent R. R. Ahearn, Valley District Superintendent C. M. Pitts, Sierra District Superintendent R. L. Meyer and Trainmaster G. Y. Neu from Elko. Experts were

brought in to aid the group on an as-needed basis and they included representatives from Operations Planning, Engineering, Safety and Mechanical Departments, as well as numerous divisional operating personnel.



Trainmaster G. Y. Neu at planning session.

Finally came the arduous task of writing each part of the course in detail, developing visual aids to support the instruction, and endless hours of preparation and lively rehearsals. In this course, the developers would also serve as the primary instructors.

In late May came the day that all the



Left to Right - Bay District Superintendent R. R. Ahearn, Sierra District Superintendent R. L. Meyer, Trainmaster G. Y. Neu compare notes in one of the many and lengthy planning sessions.

preparation had been leading towards the Pilot class. Six conductors had been selected for attendance as well as UTU General Chairman H. A. Siler. Had



Left to Right - Western Division Superintendent C. Aadnesen, Director-Personnel T. R. Green and Eastern Division Superintendent R. R. Gentry attended the Pilot class. Both Division Superintendents also serve as instructors on the supervision portions of the classes whenever possible.

the task force selected the proper tasks for training? Were the various parts of the training integrated so that each unit supported the next? Did all those hours of rehearsal produce good instructors? And last, but most important, would the Pilot Conductors feel that this was the training that Conductors on Western Pacific needed?

development was undertaken to correct the weak areas. By June 4th however, the course was ready for field instruction.

To date, the course has provided training for 84 conductors at Stockton, Oroville, Portola, Winnemucca, Elko and Salt Lake City. The training course will continue to run at these locations at least through 1982 with a goal of training at least 200 this year and the possibility of another 200 next year.

The reception given to the training program by conductors at each terminal has been outstanding and already minor changes are being made to incorpo-



Since the classes may be conducted simultaneously in four locations, four copies of all visual aids were needed. Here Manager-Terminal Services P. R. Marquis copies one of the many flip-charts needed.



Manager-Terminal Services K. R. Custis (left) and District Agent G. S. Nilsson prepare instruction for the administrative portions of the class. Both serve as instructors.

The answers weren't long in coming. YES was the answer on all counts. To be sure, there were areas which the pilot personnel felt needed some change and improvement, and another round of de-

rate many improvements recommended by conductors completing the course.

It looks as if Western Pacific has another winner. ☑

EMPLOYEE ASSISTANCE:

An Alternative:

The Employee Assistance Program

Troublesome personal problems can often be alleviated by someone who can be understanding but objective - a Counselor rather than a family member or friend. Western Pacific's Employee Assistance Program can provide the assistance confidentially.

The Program is a benefit available to WP employees and their dependents to help restore physical and emotional well-being. Western Pacific offers employees a chance to solve problems that could lead to poor work performance. Employees - and their dependents - benefit by helping themselves; Western Pacific benefits by retaining skilled, valuable employees.

Full time Counselors have helped many employees and their families to identify the nature and extent of their problems and to take the necessary steps to solve them. The Counselor's role is to help to reorganize the problems, refer employees to community agencies that help and follow up on progress to ensure that treatment is successful and beneficial. The Counselor is a bridge to the treatment resources available.

The Counselor's time with you and your family is free and so are many of the community services. Some services are covered by the employees' medical plans.

The Program is confidential. The relationship between the Counselor and the employee is similar to that between a doctor and patient. The nature of your personal problems and the discussions you have with the Employee Counselor are confidential. The nature of your problem and the fact that you have seen a Counselor do not become a part of your personal record.

Counselors make every effort to safeguard your privacy when you seek assistance. They will meet you off Western Pacific property and outside your normal working hours. They will meet you in your own home if you wish. Despite those measures, it is possible that a fellow employee may see you with a Counselor. Don't be concerned - your co-worker will never know the reason you are seeing a Counselor unless you divulge it. And remember: There is nothing wrong with asking for help with a problem.

The Western Pacific Employee Assistance Program is an alternative service provided free of charge on a strictly confidential basis to all employees and their families.

If you feel a need for this service, call any time. ☐

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



TOM CUTTER
Manager-Employee Assistance



Safety First

Safety Programs Defined

L. F. Battaglia

On April 1, 1982 as part of a major reorganization of the Operating Department, the Corporate Safety Function has become a part of Freight Claims and Prevention. The new organization is now "Freight Claims and Safety," with all three functions, Freight Claims, Prevention and Safety, reporting to Mr. Leo Battaglia, Director of Freight Claims and Safety.

Since April 1st, a good deal has changed in the safety area and further changes are in the process of being implemented. The Western Pacific Operating Department has traditionally placed a first priority on the safety of its employees. The basic change at Corporate Safety is how to better utilize our resources to achieve a better safety record.

The basis of the new safety program is the awareness and training of our employees at the Supervisors Safety Meetings with the employees. Corporate Safety's primary goal is to assist our supervisors in conducting better informed safety meetings.

Since April 1st, and after a series of safety orientation meetings with every officer in the Operating Department, from Oakland to Salt Lake City, the new Western Pacific Safety Program is now under way.

Most of the program changes will be highly visible to all our employees. The program will be implemented utilizing three different types of safety meetings.

The first, the System Safety Meetings, which will be conducted by Bill Grizard, Manager-Safety, is a one-hour meeting directly with our employees. If you have not already seen it, the new Western Pacific Safety Van is a mobile training center which enables us to get directly to our employees, no matter how remote the area he or she may be working



Senior Vice President-Operation C. G. Yund presents the keys to the new Safety van to Manager-Safety Bill Grizard. Director-Freight Claims & Safety L. F. Battaglia looks on.
Photo by David Teller

in. Utilizing color TV and video equipment, the latest training films relating to safety are made available to all. Between now and the end of the year, most of Western Pacific's Operating employees will be taking part in a System Safety Meeting.

In addition to reviewing general safety films, we will be updating our employees on all safety awards, safety contests, and basic safety housekeeping, covering the availability of safety glasses and safety shoes.

The System Safety Meeting is Corporate Safety's tool to supplement and assist your supervisor in renewing your awareness in safely doing your job. To you and your family there is nothing more important.

The second type of meeting, is the Supervisor-Manager Safety Meeting. Although you won't be at these meetings, the sole agenda of these meetings will be your safety. At these meetings the Manager-Safety and your supervisor are reviewing the type and causes of accidents happening in your craft at your

location; that is, your specific safety problems.

The purpose of these meetings is to see that visual materials, safety equipment, the latest safety award programs and contests, are updated for each supervisor in relation to his employees. Each supervisor will know as much, and be as current, as to what is happening in the field of safety on the Western Pacific, as any member of the Corporate Safety Department.

In addition, at the Supervisor-Manager Safety Meetings, each supervisor's employees' safety records are reviewed, identifying which employees are having difficulty, and recommending how individual employees can be helped before a serious injury happens or recurs.

Finally, the third type of meeting is a Safety Monitoring Meeting. At one of your Supervisor Safety Meetings, a member of the Corporate Safety staff will sit in. The meeting is conducted by your supervisors. After the meeting, a review is conducted of the meeting with the supervisor.

In order to achieve and maintain a consistent safety program reaching each employee in the Operating Department, we have completed a series of data processing programs that will help us keep your supervisors aware of every aspect of safety in relation to his individual employees. We're able to monitor and furnish all awards to your supervisor for his employees. All other safety activities, safety glasses, safety shoes, attendance at safety meetings, progress on efficiency tests, number and type of injuries, are continuously and regularly furnished to the supervisor. These are the subjects he will be emphasizing at his regularly scheduled safety meetings.

Although the ideal safety program would have each employee on the railroad attend a monthly safety meeting, often because of conflicting schedules and work assignments, individual employees will miss attending a safety meeting. Under the new program, the Manager-Safety and supervisor will see that the employees having difficulty with injuries obtain help and the type assist-

ance required. As a minimum, we can bring an awareness of safety to the employee. Awareness and good work habits are fundamental if an employee is to develop a safe working career with the railroad.

In order to further assist in maintaining a safety awareness with those employees whose schedules do not always allow them the opportunity to attend a safety meeting, several programs and contests are planned for the remainder of the year. The first such contest starts in August and is entitled "The Grand Safety Survey Drawing."

During the month of August, all Operating Department employees (except Officers and General Office employees) will receive a survey mailed directly to their homes. They will also receive a handsome key ring with the Western Pacific logo and safety motto on it.

By completing and mailing back the survey before the set date, the employee will receive one part of a pair of playing cards, the back of which depicts the Western Pacific commemorative engine crossing the Keddie Wye, and qualify for a drawing - the winner of which will receive a \$1000 savings bond. The winner will be announced on September 13, 1982.

Finally, those employees that complete the year without an injury will receive the second pair of the playing cards, completing the photograph of the Keddie Wye. You will hear more about the Safety Drawing from your supervisor at your safety meetings and at System Safety Meetings.

Other programs and contests are in the planning stage and will be implemented during the remainder of the year.

A good deal of analysis of the number and type of injuries that occur on the Western Pacific has been completed. The new safety program relates our needs to our accident experience. An excellent example is the large percentage of injuries that can be avoided by safety glasses and the right type of safety shoe. Changes have been made in source location, availability, distribution of this type of personal protective equip-

ment and you will be hearing about these changes at your supervisor's safety meeting on a regular basis as well as at the System Safety Meetings.

Our goal is to make Western Pacific a leader among railroads in the field of

safety. This is an achievable goal and one in which each of our employees can take pride, since it is a goal that can only be achieved through the individual and collective efforts of each employee. ☑

Annual Employee Safety Picnics And Golf Tournaments Held In Oroville And Blairsden.

Bill Grizard Manager-Safety

Photos by Bill Royer

A total of 717 employees and their families attended the Western Pacific Valley Picnic on May 15th at North Forebay Recreation Area. Kudos to the Oroville Picnic Committee are due to the following persons for taking an interest in making the picnic such an overwhelming success: Bob Brew, Dave Buccolo, John Craig, Ken Custis, Don Dali, Rich Hard, Don Naylor, Dick Meyer, Marge Parnell, Roger Poitras, Gene Shipman and Leigh Vinson.

Results of the hot air balloon race at the Oroville picnic were as follows:

Winner of the contest was Balloon #10 sent by Mike Applegate and found May 15th by Mark Kratz in Twain, CA.
Balloon #8 sent by Mike Porter was found May 15th in the North Forebay parking lot.
Balloon #1 sent by Celeste Grizard was found May 25 at Power Canal Blvd., Oroville by Roy Murray of Sutter, CA
Balloon #19 sent by Tony Armitage was found May 15th in Palermo, CA by Darlene Hays of Palermo.

Members of the winning tug-of-war team were:

Dave Mayle
Dennis Edwards
Dean Edwards
D. G. Josephson
Larry Cabrera

Races North Forebay Recreation Area

Sack Races

3 Legged Races

Age 5 and under

Kimi Custis

* Kimi Custis / Gina Buccolo
& Kathy Dunn / Angel Armitage

Age 6 through 8

April Mayle & Monica Poggi

* April Mayle / Tommy Davis
& Jennifer Barker / Amy Cartwright

Age 9 through 12

Kathy Mayle

Kathy Mayle / Becky Mayle

Age 13 thru 15

Ken Sawyer, Jr

Barbara Josephson / Kim Josephson

Age 16 & over

Shannon Applegate

Tom Gerald / A. B. Padicca

All entrants received ribbons and the winners received frisbees. A special thanks for the judges Messrs. Dave Buc-colo and Jim Dunn.

HORSESHOE TOURNAMENT

Womens Doubles

1st place - Lois Edwards
Grace Robinson
2nd Place - Betty Ruhle
Melody Bagby
3rd Place - Bernice Krentz
Jean Hancock

Mens Doubles

1st Place - Laurel Fisher
Walter Fisher
2nd Place - Lex Parker
Tommy White
3rd Place - Jerry Carlile
Rick Carlile

GOLF TOURNAMENT

Table Mountain Golf Course

Womens

Low Gross Low Net
Nina Lubke Faye Marquis
M. Metzdorf E. Conant
Ginger Artusy Faye Marquis*
Ginger Artusy

Mens

Low Gross Net Gross
1st Jeff Warren Jeff Warren
2nd Mike Marglin Mike Marglin
3rd R. C. Marquis William Conant

Long Drive

E. Conant

Long Drive

Mike Marglin

Closest to Pin

R. C. Marquis

A total of 340 employees and their families attended the Mt. Sierra picnic June 19th in Blairsdon at the Feather River Prep School. Although shortened by spring showers, the picnic committee did an outstanding job in making the picnic successful. To the following persons - thank you: Bob Brew, John Craig, Ken Custis, Ron Christensen, Rich Hard, Frank Housel, Pete Martin, Curt Mead, Jack Rich and Leigh Vinson.

Winners of the door prizes drawing were:

A. S. Garcia
William Ginter
Richard Kenney

Winners of the tug-of-war were:

Jack Dishman
Dale Jorgensen
Lon Nelson
Neal Pitts
Dan Rogers
Tom Schmit

**Races
Feather River Prep School**

Sack Races

3 Legged Races

Age 6 thru 8

Tom Davis

Terri Porter & Mari Anderson

Age 9 thru 12

Kim Josephson / Jeff Thomas *

Jeremy Korcykosmi & Mark Brown

Age 13 thru 15

Barbara Josephson / Amy Bennett *

Barbara & Kim Josephson

Age 16 & over

Daryl Josephson

Gay & Kathy Boland

HORSESHOE TOURNAMENT

Mens Doubles

- 1st Place - Lex Parker
Steve Ross
- 2nd Place - Wally Fisher
Andy Kinicki
- 3rd Place - Dave Riley
Mark Pinkard

GOLF TOURNAMENT

Graeagle Meadows Golf Course

Womens

- | | | |
|--------------|---------------|-----|
| Low Gross | Low Net | |
| Pat Furtney | Ginger Artusy | 1st |
| Lois Quill | Susie Bujeaux | 2nd |
| Martha Green | Martha Green | 3rd |

Long Drive

Edie Hein

Closest to Pin

Martha Green

Best Ball

Pat Furtney
Leah Cutter *

Mens

- | | |
|--------------|-----------------|
| Low Gross | Low Net |
| G. Huff | Jim Helms |
| Mike Marglin | G. Juff |
| Jim Rogers | Horace Lohmeyer |

Long Drive

G. Huff

Closest to Pin

M. Nelson

Best Ball

H. Siler

* Denotes Tie

Valley Picnic & Golf Tournament

North Forebay Recreation Area
and
Table Mountain Golf Course





Sierra Picnic & Golf Tournament
Feather River Prep School
and
Graeagle Meadows Golf Course





Western Pacific Fuel Conservation Newsletter



Vol. 1, No. 1

Summer 1982

WP Fuel Conservation Program Off To A Good Start

With the response to the recently completed fuel conservation classes and the recent warmer weather allowing Mechanical Department personnel to begin locomotive shutdown, the first significant reduction in fuel consumption rate is apparent. For the month of May '82, there was nearly an 11% reduction in "gallons per 1000 gross ton miles" over May '81, and an average reduction of approximately 9% over the previous four months of '82 (see table below). This initial decrease in fuel consumption is a direct result of the efforts of many WP employees, especially Locomotive Engineers, Dispatchers and Mechanical Department personnel. These initial efforts are truly appreciated and it is very important that they be continued and expanded where possible as there is much more to be gained in the area of fuel conservation.

The decrease in the figures for fuel consumption correspond with initial feedback from the field. Reports from Engineers and Division Officers indicate that the fuel saving techniques recommended in the classes are being successfully used. An example is the use of dynamic braking instead of power or stretch braking for slowdowns when conditions permit. Dispatchers, who attended an abbreviated version of the fuel class, are also contributing to the fuel savings by communicating information via radio to the Engineer, allowing him or her to plan ahead and use train handling techniques that save fuel. Many Engineers have been reporting to Division Officers how helpful this has been both for saving fuel and for operations in general.

The table shows how the fuel consumption rate has varied for the first five months of this year and also compares these figures with the first five months of last year. These fuel consumption figures have only been computed through May of '82 as it takes several months to gather the data necessary to calculate them. In many of the fuel conservation classes, it was explained that either "gallons per 1000 gross ton miles" or "gallons per 1000 trailing ton miles" could be used to measure fuel consumption rate. We have decided to use the former as our primary unit of measurement.

**"Gallons Per 1000 Gross Ton Miles"
or Gal/1000 GTM**

Month	1981	1982
January	2.23	2.32
February	2.22	2.27
March	2.36	2.28
April	2.36	2.29
May	2.34	2.09

"Gallons per 1000 gross ton miles" (or gal/1000 GTM) can be interpreted as the amount of fuel needed to move 1000 gross tons one mile. Gross tons is a weight that includes the entire train and locomotive consists. The reason that gross ton miles are used (they are divided into gallons) is that it takes into account variations in traffic moved. When examining the gal/1000 GTM figures in the table, on a system-wide average it took 2.09 gallons of Diesel fuel to move 1000 gross tons one mile in May '82 as compared to 2.34 gallons of Diesel fuel to move 1000 gross tons one mile in May '81, and compared to an average of 2.29 gallons of Diesel fuel to move 1000 gross tons one mile for January through April of '82.

As was stated above, this is a significant initial reduction and therefore improvement in fuel consumption, which directly aids in holding down fuel expense. This 11% reduction in consumption between this past May and May of '81 establishes a trend and is the first indication that we are moving toward our goal of a 10% overall average reduction in fuel consumption in 1982 as compared to 1981. However, it is extremely important to note that we need to strive for further improvements whenever possible so as to help offset the first months of 1982 which were nearly equal to 1981 in fuel consumption. □

Newsletter's First Edition

This is the first edition of Western Pacific's Fuel Conservation Newsletter which will be published quarterly to keep Western Pacific personnel informed of our company's fuel conservation efforts.

Fuel Conservation Classes Completed

Approximately 60 fuel conservation classes were conducted from March through June of this year. There were over 300 attendees to these classes, including approximately 240 engine service employees, 25 dispatchers and 40 officers from transportation, mechanical and engineering. Response to these classes has been extremely positive both in the classroom and during field implementation of fuel saving techniques described in the classes. This response is reflected in our recent reduction in fuel consumption rate (see first article in newsletter).

In the classes, attendees asked many good questions and made many valuable suggestions that have helped shape our initial fuel conservation efforts. In the field (as was described in the newsletter's first article), reports indicate that fuel saving techniques are being tried and are proving effective.

Now, a portion of the fuel conservation class material has also been incorporated as part of the three-day conductor's classes being given throughout the system. Among other subjects, this introduces the Conductors to the train handling techniques that Engineers are being asked to use to save fuel without creating severe slack action or significant increases in running times. An example of this is the use of dynamic braking and drifting (or coasting) instead of stretch braking (working power against train air brakes) for speed reductions. This can generally be done in essentially level terrain or constant grade

territories when train handling can be planned in advance so train slack can be adjusted gradually (this can be done for a slow order as an example). □

New WP Fuel Conservation Officers Help Initiate Ride Program

With the completion of the fuel conservation classes, we now are beginning the second phase of our fuel conservation program as we move from the classroom to the field in an attempt to further find ways to improve our fuel saving efforts. To help lead this "on-board" portion, effective this July three new Division Officer positions have been created with the primary responsibility of implementing WP's fuel conservation program. The positions designated "Fuel Conservation Officer" will report to the respective Division Road Foremen. The appointments are as follows: Mr. W. G. Cleveland at Stockton; Mr. J. R. Sanford at Oroville; and Mr. J. W. Hammond at Salt Lake City. Among these gentlemen there is about 50 years of engine service experience on the WP.

The Fuel Conservation Officers, Road Foreman Engines and Division Road Foremen have begun a system-wide ride program wherein each Locomotive Engineer will be accompanied by one of these gentlemen for at least two trips over the next year. The principal goal of this ride program is to assist the Engineer in taking the fuel saving concepts and techniques described in the recently completed fuel conservation classes and incorporating them into the day-to-day environment of the railroad and the various situations it presents. Also, these gentlemen will be looking for additional methods and improvements that will save fuel, such as modifying speed limits (where possible) to make them more consistent, which also makes for easier train handling. □

Fuel Conservation Rule Changes

With the completion of the fuel conservation classes, rule changes that aid in saving fuel are now being released as timetable bulletins. Examples of these changes are the "freight train running air brake test" and the addition of the "standing freight train air brake test" (both incorporated in Timetable Bulletin No. 24 to Timetable No. 9) and the 45 MPH speed limit for nonexpedited trains (Timetable Bulletin No. 23 to Timetable No. 9). These rule changes were discussed in proposed form in the fuel conservation classes and feedback regarding their effectiveness and implementation was solicited from class attendees (primarily Locomotive Engineers, who would be affected most by these types of changes). The proposed rule changes were then modified to include the comments made in the classes. Examples of such modifications are the final locations of the freight train running air brake tests on the Fourth Subdivision, several of which were changed from the original proposal.

Another rule change that has been made as a result of feedback from Locomotive Engineers, is allowing the gradual use of a light application of the independent air brake (not to exceed approximately 10 pounds) to aid in gathering train slack when changing from power to dynamic brake and the

dynamic braking characteristics are such that harsh slack action may result if used alone (Timetable Bulletin No. 25 to Timetable No. 9).

At this time, further timetable bulletins are being developed that will deal with the locomotive subjects related to fuel conservation which were also discussed in the classes. These rule changes will deal with items such as locomotive shutdown and startup. □

WP Fuel Conservation Question And Answer Column

In future quarterly editions of the Fuel Conservation Newsletter, we would like to start a question and answer column as another method of obtaining feedback and helping to communicate fuel saving concepts to all WP personnel. This column need not be limited to questions, we also welcome comments and suggestions regarding WP's fuel conservation program. In responding to questions, comments and suggestions, those of a specific nature will be answered directly to the employee(s) concerned. Those of a general interest will be written up in this column in the future.

Please send any questions, comments or suggestions regarding the newsletter or WP's fuel conservation program to Warren Egan, Manager-Fuel Conservation and Operations Analysis, 526 Mission Street, San Francisco, CA 94105 or by calling Company Extension 212 in San Francisco. □

Railroad Retirement Board Release Statements of Service Issued by Railroad Retirement Board

The U.S. Railroad Retirement Board recently completed the preparation of the Certificates of Service Months and Compensation, Form BA-6. These annual statements are important because they provide an employee with a record of his or her service months and creditable compensation in 1981, as well as cumulative railroad retirement credits after 1936. The statements are also used by employees when they apply for unemployment or sickness benefits with the Board.

BA-6 forms have been prepared for all employees who worked in 1981, regardless of the number of months worked or the amount of compensation earned. Most employees have received them directly from the Board by mail in the latter part of June, although some BA-6 forms will be distributed through employers. Employees who worked for a railroad in 1981 and do not receive a Form BA-6 by July 31, or need a replacement form due to loss, may obtain one by contacting any Board office.

Each employee should check to see whether his or her own record of service and creditable compensation agrees with the Board's figures shown on the

BA-6 form. The important figures that should be checked are indicated on the illustration of the form. In checking the 1981 compensation total, employees should be aware that only earnings up to \$2,475 per month were creditable for railroad retirement in that year. Therefore, the maximum amount of creditable compensation that can be shown on the form for 1981 is \$29,700. If there is a name difference, employees should keep in mind that the form contains only the first 10 letters of the last name. In addition, employees who first worked for a railroad in 1981 may receive BA-6 forms showing only the first 5 letters of their last name, followed by an asterisk. This is not a name discrepancy.

Any employee who receives a BA-6 form with an incorrect name or social security number can obtain a corrected form if he or she brings proper identification to any Board office. Any other discrepancies in BA-6 forms should be reported to the DIRECTOR OF DATA PROCESSING AND ACCOUNTS, U.S. RAILROAD RETIREMENT BOARD, 844 NORTH RUSH STREET, CHICAGO, ILLINOIS 60611. The employee must include his or her social security number in the letter; otherwise, no corrective

What Employees Should Check on Form BA-6

The illustration shows a Form BA-6 for J.J. JONES. The form is titled "1981 U.S. RAILROAD RETIREMENT BOARD CERTIFICATE OF SERVICE MONTHS AND COMPENSATION". It includes sections for "FOR UNEMPLOYMENT BENEFITS", "FOR RETIREMENT BENEFITS", and "FOR SICKNESS BENEFITS". The name "J.J. JONES" is printed in several places. A callout labeled "1 Name" points to the name field. A callout labeled "2 Social Security Number" points to the "SOCIAL SECURITY ACCOUNT NUMBER" field, which contains "999-99-9999". A callout labeled "3 Total Service and Compensation Under Railroad Retirement Act, 1937-1981" points to the "RETIREMENT CREDIT YEAR" and "TOTAL RETIREMENT CREDITS" fields, which show "12" and "292,850.00" respectively. A callout labeled "4 Service and Compensation Credited Under Railroad Retirement Act in 1981" points to the "1981 RETIREMENT CREDIT YEAR" and "1981 RETIREMENT CREDITS" fields, which show "12" and "29,700.00" respectively. The form also includes a "BOARD" stamp and a "THIS INFORMATION FOR BOARD USE ONLY" section.

action can be taken by the Board. The time limits for correcting errors are shown on the back of the BA-6 form.

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

Central Register Now Operational

The U.S. Railroad Retirement Board is notifying railroad employers that it now has operational a nationwide register of former rail workers seeking railroad jobs. The Board is also advising 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.

The following questions and answers will provide information on the operation of this central register.

1. Who will be listed on this register?

The Board's register will list separated workers with at least one year of rail service who have declared their current availability for employment. It will be divided by class and craft of prior employment, and it will be updated periodically to reflect current availability.

2. How does this register help hiring officials?

The Board's register is computerized so that it can provide hiring officials with prompt access to specified data, or to specialized listings tailored to the needs of a railroad having vacancies. Information that will be available in-

cludes an individual's occupation, years of experience, location of residence, hiring preference, last railroad employer, and willingness to relocate.

Thus, the central register will be able to match qualified applicants to job vacancies in the railroad industry. For instance, if a vacancy is reported in Harrisburg for an electrician with a minimum of 5 years of experience, a listing of persons with at least 5 years of work experience as an electrician will be extracted from the system. The listing may be further limited by requesting only the qualified electricians who live in the Harrisburg area or who are willing to relocate to the Harrisburg area for employment. In all cases, persons who claim a hiring preference will be placed at the top of the listing.

3. What determines whether an employee is entitled to a hiring preference?

Under current federal law, 3 groups of former railroad employees are entitled to a "first right of hire" for vacancies with other rail carriers subject to regulation by the Interstate Commerce Commission. The 3 groups covered by a hiring preference are certain former employees of Conrail, the Milwaukee Road and the Rock Island Railroad. To qualify for a hiring preference, an individual must meet certain eligibility requirements under the applicable legislation.

The first right of hire afforded to these employees under the applicable legislation is coequal. However, this preferential hiring does not apply to any vacancy that is covered by a required or permissible voluntary affirmative action plan, or for which the railroad is recalling any of its own employees.

4. How does an individual get on the register?

Individuals who wish to be included on the register are required to complete an application for placement assistance with the Board. Any person with at least one year of railroad service, who is available for employment, may either visit a Board office to com-

plete an application, or request an application by telephone or mail to complete at home.

5. How will the register be kept current?

In order to keep the listing current, persons whose names appear on the register will periodically receive a notice asking them if they wish to remain on the register. Those who do not respond to the request within 30 days will be deleted from the listing.

6. Where is the register to be maintained?

While the computerized register is maintained in the Board's Chicago headquarters, rail hiring officials may request listings from the register through local district offices of the Board. Written requests for listings may also be made directly to the Director of Unemployment and Sickness Insurance, U.S. Railroad Retirement Board, 844 N. Rush Street, Chicago, Illinois 60611.



Engineering R. H. Rauschmeier

Friends and relatives of John C. Miller honored him on his retirement as Engineer-Administration from the Western Pacific after 34 years of service.

Approximately 150 guests, which included many top officials representing various State and County agencies in California and Nevada, attended the farewell luncheon held at the Sheraton Palace Hotel in San Francisco on June 30, 1982.

The program, under the direction of Cliff Gerstner, included presentations from Senior VP-Operation Carl Yund, Senior VP-Law Walter Treanor and



John and Lois Miller

Chief Engineer John Smith.

The farewell tribute to John was a gala occasion, enjoyed by everyone, and a memorable day indeed for John and his wife Lois.

Marketing Leslie Thomson

On June 30, 1982, William F. "Bill" McGrath retired after more than 40 years of service with Western Pacific Railroad Company.

Bill began his career with WP in Chicago, Illinois, when he was hired as a Steno-Clerk in 1941.

After a stint in the U. S. Navy, Bill returned to the Chicago office as Chief Rate Clerk. He then went on to hold various positions until 1951 when he was promoted to Rate Analyst in the San Francisco General Office.

Another job opportunity necessitated relocating to Chicago once again and Bill remained there until 1958 when he returned to the "City by the Bay" as Assistant General Freight Agent. The ensuing years saw Bill as: Assistant Freight Pricing Manager, Freight Pricing Manager, Freight Pricing Manager-Transcontinental, General Freight Pric-

ing Manager and Assistant Vice President-Pricing.

On December 1, 1971, Bill was promoted to Assistant Vice President-Sales. He held that position until February 1, 1979, when WP's Sales Department became Marketing Services. Heading up the "team" was Bill as Vice President.

Throughout the WP and transportation industry as well, Bill McGrath has the reputation as personable, energetic and enthusiastic. How does a man like this plan to spend the "quiet years"? Bill will continue to enjoy life to the fullest, spending much more time with his wife, Rita, their three sons, daughter-in-law and eight month-old granddaughter. Continuing to reside in Redwood City, Bill hopes to pursue two of his favorite hobbies: gardening and cooking.

Management Services Department J. L. Artusy

Congratulations to the Management Services inspired Western Pacific softball team. So far they have had two wins and hopefully they will increase the win column and not the loss column. Keep up the good work guys!

As usual, during the summer season many Management Services employees have been vacationing. Some in far exotic places and others not so far away. Jim (Manager-Computer Operations) and Elsa Nokleby are currently enjoying two weeks in Portugal and Spain. Joy Artusy (Supervisor of Technical Publications) attended a family wedding and visited family in Delaware several weeks ago. Jon Vlasak (Data Base Administrator) and his wife, Kay, returned to Jon's home, Omaha, Nebraska for Jon's high school reunion. Mark Meissner (Applications Programmer) spent his vacation visiting family in Tempe, Arizona. Tony Lucero (Programmer Trainee) and his wife, Leslie, enjoyed a California vacation including Point Lobos, Big Sur and Yosemite.

Last, but not least, congratulations to Mike (Data Quality Control Analyst) and Marianne Petersen on the birth of

their daughter, Alayna Nichole Petersen, on May 24, 1982.

OAKLAND/SAN FRANCISCO YARDS Rose Ganassin/Flo de Souza

Vacation time is here and the "traveling bug" seems to be hitting all of us. Trips to Mexico and points south fill the air. Claim Agent Jim Swan and his family are undertaking an auto cross-country trip and plan to tour, among other places, Washington, D.C.

Speaking of traveling, Head Crew Caller Althea McNeal is making permanent transfer plans from Oakland Yard back to her "home port" Stockton Yard. She lived in Stockton before working in the Bay Area and has always missed the warm Delta sun. She and the "Littlefields" (Jim and Lea), formerly of Oakland Yard, have taken the BIG SPLASH and invested in a 25' sailboat. Watch out future sailing regattas! Better yet---everybody---get out of the way! Althea was honored with coffee, cake and many gifts - Oakland Yard will truly miss her.

STOCKTON YARD Elaine Obenshain

Joseph A. Malaspina, Manager-Marketing Services, retired May 31, 1982 with 12 years service with Western Pacific in Stockton coming to Western Pacific after 30 years service with the Union Pacific. The Clerks at Stockton Yard office feted Joe with a potluck luncheon on May 27. We all wish Joe and his wife Claire a long and happy retirement.

Pete Norgaard, Manager-Marketing Services-Sacramento will also cover the Stockton area with the title of Manager-Marketing Services Central Valley.

Congratulations and best wishes to Miriam Spafford, Marketing Services Representative, Stockton, and Bill Tancik who were married in Mobile, Alabama on May 22, 1982. A prenuptial shower was held at the Stockton home of Sandy Sterni and was attended by friends from San Francisco and Stockton.

Brakeman Dennis Hemmer and wife, Carol, became proud parents of a daughter Nichole Marie born May 30, 1982. Older sister and brother are Candy and Kenny.

Yard Brakeman and Mrs. Richard Bicknell welcomed their second daughter when Stephanie Lynn was born June 10, 1982 joining 3½ year old Jennifer Ann in the family home. Proud grandparents are Brakeman and Mrs. George Bicknell.

May 15 was the date chosen by Brake-man James Egerman and Kathleen Hood for their wedding. The young couple honeymooned on Oahu and Kauai in the Hawaiian Islands. We wish them many years of happiness.

Stockton Rip Track employees have welcomed David N. Pillsbury, new Shop Superintendent, who comes to Western Pacific from Berwind Car Shops at Benicia, CA; also Cecil Benningfield and Sam Nitsos, Car Track, transferred from Sacramento Shops.

SACRAMENTO Transportation A. G. Cocreham

"Howdy" to Communication Supervisor Al Chaplin, back to Sacramento from Elko, and "Happy Retirement" to Dispatcher Jim Taylor.

Plant Engineer-Communications Bob Hernandez returned from his deep sea fishing trip out of Bodega Bay with 65 pounds of fish. More importantly, he now knows the secret for catching Ling Cod. Wire Chief Don Morgan "sailor in residence" vacationed for a week on Lake Tahoe. Racing was okay but the highlight was when an ultra light plane crash landed in the middle of the Lake. Rescue was immediate says "Shipside Superintendent" Morgan.

Our favorite retired messenger, Ted Hammond, recently underwent open heart surgery. Best wishes for a speedy recovery, Ted. Retired Senior Citizen from Elk Grove, P. E. Scott, is hardly recognizable with his new goatee.

Congratulations to SN Yardmaster Bob Nelson and wife on the birth of

their daughter Krystal Dawn who was born June 2.

First place in the "Who's News" division goes to Kyle Humphreys, 12 year old son of Division Road Foreman Steve Humphreys. Kyle won three medals - two gold and one silver at the Southwest Regional Speedskating meet in Anaheim recently. The Humphreys family are on their way to Ft. Worth, Texas for the U.S. Nationals. Good Luck, Kyle!!

SACRAMENTO SHOPS Jean Smith

Congratulations to A. G. Slade who was appointed Shop Superintendent on May 1, 1982.

Nino Poncioni, retired Storekeeper, visited Sacramento Shops on June 2 and looks younger than ever with a beautiful suntan from working in his garden.

Tommy Bamford, retired Blacksmith, visited the Shops on June 30 looking great. He and his wife just returned from Washington State where they visited relatives.

We were all surprised when Head Car Foreman George Spencer signed his retirement letter. George will retire on his birthday, July 19, after more than 40 years service. It just won't be the same at Sacramento Shops without him. We all wish him a happy retirement.

We were all saddened by the death of retired Company Doctor and very good friend Jack V. Chambers who passed away on June 2, 1982.

OROVILLE A. I. "Rick" Reichenbach

Buddy McGairty, Store Helper, is in the hospital and we all hope he has a speedy get well and return.

Toni Edwards, T&T Operator, took a step upwards by trading off her horse for a new Chrysler...now that's horse trading...even Virgil is happy.

Dave and Linda Henke, Trainmaster and wife, are building a grand new home in the foothills near Oroville. We are all waiting for the house warming.

District Superintendent Dick Meyer and wife Marlene spent most of their vacation at home due to the stormy weather that arrived at the wrong time. So, Dick went to conducting classes for our Conductors.

Jane Sherwood, wife of Yardmaster Bob Sherwood, has retired from the Bell System while Bob must continue working - that's justice.

Welcome to Jack Sanford, recently appointed Fuel Conservation Officer for our District. Jack is a long-time friend locally.

We regret to report the passing of another long-time friend, retired Engineer Bob Coyle. We offer our condolences to his family.

Dave McLain, Crew Clerk, used part of his vacation to work on his up and coming cattle empire consisting of Black Angus and such.

Hank Upton, T&T Operator, has gone to Elko on a temporary assignment.

Clerk Marge Parnell is off on sick leave for a while. We wish her well and hope for her quick return.

Clerk John Riley is back after recovering from his unfortunate accident and looking good.

Clerk Ray E. Byrd is back to work after spending his vacation time at the lakes and then the oceanside fishing at both - Lotsa fun.

Wedding bells rang out twice in the home of Conductor and Mrs. Lex H. Parker this year. Their youngest daughter, Susan, became Mrs. Kenneth Garman on March 20 at the wedding chapel at MGM Grand in Reno. Then on June 5, daughter Joretta became Mrs. Steven Hirleman at the Foothill Church of Christ in Oroville. Joretta's wedding gave them not only another son-in-law but a granddaughter Candace Marie Hirleman, age four.

With the advent of better weather we can look forward to more vacations and if you don't have any very special place to go, you might try our area with our lakes and mountains and other attractions -- it's hard to beat.

Finally, the Oroville picnic was a huge success and highly praised by all

in attendance.

PORTOLA Karen Thomas

Retirements have been in the news in the past few months at Portola. Roadmaster George A. Barnes was honored at a lovely dinner party on April 17 at the Onslow Hotel in Reno. George and wife Mary have made Crescent City their retirement home.



Roadmaster Barnes Opening gift, while Div. Engineer Bruce Brown looks on.

Since retirees are often hard to track down, it has been difficult to coordinate a picture of a group of Engineers who all hired out about the same time and took their retirements within a few months of each other. But, we finally did it! All were presented with a model WP locomotive and service award for 40+ years in engine service by District Superintendent R. L. Meyer.



Front row: (L to R); Engr. G. I. Patterson, District Supt. R. L. Meyer. Backrow: (L to R); Engr. J. E. Boynton, Engr. R. J. Fisher, & Engr. W. H. Conant.

Engineer Patterson (retired 12/28/81) hired out at Portola in 1941 and completed 40 years and 2 months of service. He comes from a railroading family with both his father G. R. Patterson, an Engineer, and brother D. R. Patterson, a Conductor, retired Western Pacific employees. In addition to his capacity as Engineer, Mr. Patterson served as General Chairman of the BLE for three terms.

Engineer Boynton (retired 9/30/81) hired out as a Fireman in 1941 at Oakland but most of his years were spent working out of Portola and on the high-line. Mr. Boynton has the distinction of retiring with a clear record of no discipline being assessed.

Engineer Conant (retired 12/22/81) came to the Western Pacific on October 2, 1941 and worked mostly on the 3rd and 5th Subdivisions. Engineer Conant's nephew G. W. Conant and son-in-law J. L. Knox are also WP employees.

Engineer Fisher (retired 5/11/82) hired out on May 11, 1942 - giving him an even 40 years of service. During most of his 40 years he too worked the 3rd and 5th Subdivisions.

In the train service area, we also have had three long-time railroaders take their much-earned retirements. Conductor W. H. Thrailkill (retired 12/30/81) has been a familiar face to those working at Portola for 46 years. Trainmaster Jack Rich proudly presents him with his model locomotive and gives him his name tag from off the trainmen's board.



Condr. Thrailkill poses with the day shift Portola Station forces: (L to R) Opr. R. M. McCormick, Crew Clerk T. F. Nally, Condr. Thrailkill, TM/RM Clerk K. J. Thomas, and Trainmaster Jack Rich.

Also in receipt of their retirement awards recently are Conductor J. S. Ede and Brakeman M. L. McNally. Conductor Ede began his railroad career as a Machinist for the SP in 1936 and then worked a short time for a Westwood lumber company as a Switchman before coming to the Western Pacific in 1942. Brakeman McNally is probably better known in the Yardmaster and Switchman crafts as most of his years were spent in yard service. After Portola was abandoned as a switching yard, Mr. McNally worked as a Brakeman and Conductor. He and his wife now reside in Reno.

And speaking of Reno - Agent John Black is enthusiastic about the newly remodeled office which was moved to its new location at 305 Parr Blvd. He invites all who have the opportunity to come to visit the new facilities.

Pictured is the Reno Local crew with Agent John Black and Trainmaster Jack Rich congratulating Brakemen C. F. Rush (son) on left and Conductor J. L. Rush (father) on right upon receipt of their service awards (jewelry) honoring their 25 years and 40 years service respectively.



Front row: (L to R) Agent John Black, Brkm. C. F. Rush, Condr. J. L. Rush, Trainmaster Rich. Back row: (L to R) Engr. R. J. Fisher, Reserve Engr. D. N. Olin, Brkm. J. D. Nelson in front of Reno office.

Congratulations to W. F. "Frank" Housel, previously General Foreman in the canyon upon his newly appointed position to Roadmaster, Portola. The Housels now reside in Portola having moved from Quincy upon his promotion last April.

We were saddened by the loss of Carman C. O. "Hop" Robblee, retired Clerk John Mlakar and retired Engineer D. V. Housen, all of whom passed away this spring. Our deepest sympathy to their families.

**ELKO
Theda Mueller**

Jacqueline Rene Gentry, eldest daughter of District Superintendent Raymon and Mrs. R. (Janice) Gentry, graduated from the University of California Davis on Friday, June 18, 1982. Jacquie graduated from Mission San Jose High School, Fremont, CA in 1978. In the fall of 1978 Jacquie was accepted into the School of Engineering at UC Davis where she majored in Chemical Engineering and received her BS Degree at the commencement ceremony. She is attending summer school UC Davis and will be seeking employment in the fall of 1982 in the field of Chemical Engineering.

We seem to have some new faces running up and down the halls as seniority is sending new Clerks to the Eastern Division to work. Ernie Bracchi arrived a couple of months ago from San Francisco and is working the Clerks' extra board; Duane Christensen appeared on the scene from Portola and is also on the Clerks' extra board; just recently H. A. Upton, Oroville, bid in third trick at Elko. However, this Division is not new to Hank as he worked as Operator at Wendover, Utah several years ago.

Mr. C. G. Yund recently presented Mike Moudy, Division Engineer, Elko, with his 25 year Service Award. Mike started working for the Western Pacific Railroad as a Laborer on the Knolls Section, Knolls, Utah on June 24, 1957. Since then, he has held positions as Machine Operator, Foreman, Track Inspector, Roadmaster, Assistant Division Engineer and since June 16, 1978, Division Engineer for the Eastern Division.

**SALT LAKE CITY
Ed Hart**

pleased to announce the April 14 marriage of their daughter Leslie to Douglas H. Rowe of West Jordan, Utah. The wedding ceremony was held in the Salt Lake Mormon Temple.

On June 5th Judy Nesi, daughter of Engineer and Mrs. Kelly Nesi, became the bride of James Cochran at St. Ambrose Catholic Church. Both are graduates of Westminster College in Salt Lake.

Our best wishes and congratulations to both young couples.

Brakeman Karl Bunker and his son Mark recently received their pilot's licenses but Karl is the only one who will be flying for the next 18 months. Mark's only flying will be on a jet going to Bolivia where he will serve a mission for the L.D.S. Church. Bon Voyage, Mark.



Brakeman Karl Bunker (left) and son Mark, both licensed pilots.

Liechtenstein in the spring - what more could Engineer and Mrs. Forest Shrope ask for? Well, how about Austria, Switzerland, France and Germany. With a son living in Heidelberg it seemed like a good time to visit the only country in the world that covers 63 square miles. Liechtenstein is a fairy tale come true and Forest and Maggie can chalk their vacation up as being the best one ever.

Kenneth Naylor, son of Agent-Burmeister John W. Naylor and Mrs. Aartje Naylor, graduated June 12 from the

the College of Engineering. He will continue his education in the fall at the University of Utah School of Medicine. Well done, Kenneth.

It is with sadness we announce the death of Engineer Norman F. Brown on June 29 in Dingle, Idaho. He leaves his wife Donna, four sons, one daughter, two stepchildren and eleven grandchildren. Norm went to work for the Western Pacific in 1942 and shortly after joined the Navy where he spent 3½ years. He returned to work in Winne-

muca and Portola until 1954 when he moved to Salt Lake City. Norm received his promotion to Engineer in 1954. He realized his dream of living on his small ranch in Idaho for only a very short while, moving to Dingle only after his disability retirement in 1981. He was buried in Dingle on July 23; his wife Donna will still reside there. Norman will be sorely missed by his many friends and our sincerest condolences are extended to his family.



**Service Awards
April-June 1982**



Assistant Chief Clerk C. C. Skinner (right) receives 30-year service award from R. C. Marquis.

- R. W. Applegate**
Engineer Portola
- R. J. Lawrence**
Brakeman Portola
- T. N. Gilbraith**
Brakeman Winnemucca
- G. C. Spencer**
Head Car Foreman Sacramento
- R. J. Fisher**
Engineer Portola
- A. J. Carlson, Jr.**
Carman Elko
- J. C. Caughey**
Machinist Oroville
- D. L. Naylor**
Clerk Sacramento
- R. L. Smith**
Engineer Salt Lake City
- E. L. Dunn**
Brakeman Portola
- W. D. Brew**
Director-Taxes & Internal Audit/
Corp. Secty. San Francisco
- W. L. Fisher**
Engineer Stockton

45 YEAR

- W. D. Burns**
Engineer Portola
- J. D. McClure**
Engineer Fremont

40 YEAR

- A. D. Downer**
Brakeman Oroville

35 YEAR

- N. W. Mortensen**
Carman Oakland

C. V. Blagg
Signalman Stockton
B. N. Gage
Clerk Stockton
J. J. Duyn
Chief Clerk San Francisco
H. F. Hamilton
Mgr.-Forest Prod.&Mtls.Mktg.... San Francisco

30 YEAR

R. P. Tom
Welder Elko
C. C. Skinner
Asst. Chf. Clk. San Francisco
L. P. Swanson
Carman Oakland
G. A. Ross
Secty./Acctg. San Francisco
D. J. Stevens
Rate Clerk San Francisco
J. V. Leland
Clerk Oakland
E. B. Hamilton
Brakeman Stockton
W. R. Western
Clerk Modesto

25 YEAR

J. Osmetti
Carman Oroville
L. K. Ogburn
Clerk/Acctg. San Francisco
R. M. Berreth
Project Foreman Sacramento
P. M. Burch
Diesel Foreman Stockton
D. L. Lane
Brakeman Oroville
C. F. Rush
Brakeman Portola
J. W. Hammond
Engineer Salt Lake City
R. A. Burhans
Brakeman Winnemucca
G. A. Schuetter
Brakeman Portola
J. M. Littlefield
Engineer Stockton
M. D. Moudy
Div. Engineer Elko
G. J. Cooper
Brakeman Portola
R. L. Morgan
Brakeman Portola

20 YEAR

R. L. Morelock
Machine Operator Oroville
T. C. Olsen
Mgr. Bulk Prod. Mktg. San Francisco
F. M. Andersen
Clerk Sacramento
D. Acosta
Machine Operator Keddle
D. L. Martin
Brakeman Oroville
R. B. Gaudard
Brakeman Oroville
R. M. Howard
Investigator San Francisco
J. E. Marley
Supv. M/W Equip.&Weldg Elko
A. G. Mendoza
Dispatcher Sacramento
A. F. Daluz
Clerk/Acct. San Francisco
J. Pando
Track Foreman Oroville

15 YEAR

J. W. Smith
Carman Sacramento
D. W. Walleen
Clerk Milpitas
L. H. Landerman
Clerk Sacramento
G. R. Slobig
Machinist Stockton
C. J. Gabaldon
Clerk/Acctg. San Francisco
C. T. Mallory
Mgr.-Locomotive Utilization Sacramento
D. L. Morris
Brakeman Portola
R. H. Couch
Track Laborer Keddle
L. A. Lambert
Mgr.-Labor Rel. San Francisco
M. J. Sciortino
Carman Milpitas
A. G. Franco
Track Foreman Oakland
M. D. Weaver
Signalman Oroville
R. M. Wakefield, Jr.
Brakeman Portola
V. G. Prentiss
Clerk Stockton

D. M. Gass
Brakeman Stockton
R. M. Hein
Brakeman Portola
A. M. Hill
Brakeman Sacramento
G. C. Overley, Jr.
Clerk Stockton
R. L. Duvall
Brakeman Oakland
J. Tensley
Brakeman Oakland
G. J. Morgan
Machinist Stockton
A. L. Bertholf
Carman Stockton

10 YEAR

J. M. Ostrow
VP-Mkt.Dev.& Pricing San Francisco
H. O. Herrera
Track Inspector Salt Lake City
K. R. Sawyer
General Roadmaster Keddle
B. L. Toler-Webb
Clerk/Mktg. San Francisco
L. P. Baker
Brakeman Portola
J. L. Walker
Brakeman Oakland
S. E. White
Chief Investigator San Francisco
G. S. Jones
Brakeman Oroville
J. H. McCormick
Brakeman Oakland

M. L. Oborn
Engineer Elko
W. J. Sweatt, Jr.
Yardmaster Oakland
D. M. Floyd
Track Foreman Keddle
J. R. Jones III
Engineer Elko
R. L. Nunes
Track Foreman Keddle
A. G. Cocreham
Secretary Sacramento
L. R. Mackenzie
Clerk Portola
F. G. Fernandez
Track Laborer Oakland
A. R. Diaz
Track Foreman Oakland
B. A. Burks
Diesel Foreman Stockton
C. J. Chrisman
Carman Oroville
C. D. Humphrey
Brakeman Sacramento
N. L. Regnart
Mgr. Credit&Collections San Francisco
L. T. Roberts
Engineer Stockton
E. Gilmore, Jr.
Brakeman Sacramento
R. L. Jurado
Machinist Stockton
L. E. Manning
Brakeman Sacramento
R. L. Christensen
Genl. Foreman-MofW Keddle
R. J. Ketchie
Clerk Stockton
L. Johnson
Clerk/Acctg. San Francisco
J. Hou
Steno-Clerk/Mktg. San Francisco

Appointments

J. Yonan Trainmaster	Stockton
N. W. Lambert Bridge & Building Inspector	Elko
A. G. Slade Shop Superintendent	Sacramento
D. N. Pillsbury Shop Superintendent	Stockton
P. E. Gage Manager-Marketing Services	Salt Lake City
P. Norgaard Mgr. Marketing Services - Central Valley	Sacramento
P. R. Marquis Manager-Terminal Services	San Francisco
R. M. Moreno Asst. Shop Superintendent	Stockton
W. T. Jang Internal Auditor	San Francisco
G. D. Snodderly Internal Auditor	San Francisco
R. C. Marquis President & Chief Executive Officer	San Francisco
C. G. Yund Senior Vice President- Operation	San Francisco
J. T. Smith Chief Engineer	San Francisco
K. R. Johnson Signal Supervisor	Fremont
P. R. McElheney Vice President-Marketing Services	Chicago
C. A. Gerstner Engineer-Design & Construction	San Francisco
L. E. Lelevich Engineer-Planning & Projects ..	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.

W. M. Artusy Clerk/San Francisco	Apr. 1, 1982	29 yrs.	J. A. Malaspina Mgr.-Mktg. Svcs./Stockton	May 30, 1982	12 yrs.
Jack B. Clark Clerk/Elko	May 31, 1982	36 yrs.	John C. Miller Engr-Administration/ San Francisco	June 30, 1982	34 yrs.
Ferris G. Emerick Signalman/Blairsdon	May 31, 1982	38 yrs.	Jose C. Navarette Trk. Laborer/Stockton	June 30, 1982	12 yrs.
Robert J. Fisher Engineer/Portola	May 11, 1982	40 yrs.	Aurilla R. Troy Clerk/San Francisco	May 30, 1982	39 yrs.
John E. Freeman Brakeman/Stockton	June 30, 1982	15 yrs.	Doris L. West Svc. Rep./Los Angeles	Jan. 1, 1982	40 yrs.
Eules B. Hamilton Brakeman/Stockton	May 15, 1982	30 yrs.	William F. McGrath VP-Marketing Services/ San Francisco	June 30, 1982	41 yrs.
James B. Hansen Sales Rep./Memphis	Feb. 1, 1982	31 yrs.			
William J. Harkness Mgr.-Mktg. Svcs./SLC	Apr. 30, 1982	26 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.

Norman F. Brown Ret. Engineer - Salt Lake City	June 29, 1982
James C. Baker Ret. Communications Foreman - Oroville	May 29, 1982
Robert J. Coyle Engineer - Oroville	May 5, 1982
Jesse R. Dabbs Ret. Machinist - Stockton	May 9, 1982
Irvin T. Eslinger Ret. Signal Supervisor - Oroville	July 12, 1982
John F. Fouche Ret. Machinist - Sacramento	May 25, 1982
Robert B. Green Chief Surgeon - San Francisco	Apr. 23, 1982
Donald V. Housen Ret. Engineer - Portola	June 13, 1982
Nelson G. Jones Ret. Conductor - Keddie	
Robert F. Keith Ret. Machinist - Sacramento	Apr. 17, 1982
John Mlakar Ret. Clerk - Portola	
Rigoberto P. Martinez Ret. Track Laborer-Stockton	June 13, 1982
Andrew J. Pickens Ret. Asst. Chief Yard Clerk - Oakland	Apr. 30, 1982
Harlan O. Powers Ret. Car Inspector - Stockton	Apr. 14, 1982
Lloyd R. Quigley Ret. Brakeman - Portola	Apr. 13, 1982
Carrol O. Robblee Carman - Portola	Apr. 30, 1982
Vicente L. Rodriguez Ret. Track Laborer - Tracy	July 19, 1982
Marshall I. Root Ret. Clerk - Sacramento	Apr. 2, 1982
Raymond A. Ruepp Ret. Engineer - Sacramento	June 8, 1982
N. A. Schoepflein Ret. Manager-Revenue Accounting - San Francisco	Apr. 21, 1982
Roy S. Taft Ret. Chief Marine Engineer San Francisco-Oakland	June 6, 1982
Arthur W. Taylor Ret. Conductor - Portola	July 14, 1982

"Once I Built A Railroad"

Did You Know That:

STOCKTON, CA (MP 92.0) was the largest city in the San Joaquin Valley and occupies territory once possessed by Indians called the Yuchicumenes. Stockton was named by Capt. Charles N. Weber, its founder (1847) in honor of his friend Commodore Robert Field Stockton, commander of the U.S. Frigate "Congress", also commander of field forces while California was being wrested from Mexico. Stockton is the central gateway to the Southern Mines' district of the Mother Lode, famed in the literary world for Mark Twain's "The Jumping Frog of Calaveras" and Bret Harte's "Heathen Chimes", as told by Truthful James of Table Mountain.

or that:

WESO, NEV (MP 535.9— and ALAZON, NEV (MP 713.6)

Weso is a word coined from the first syllables of Western and Southern. As to Alazon, all that extended correspondence has elicited is that the word may be that of an Indian Chief, although it sounds Spanish.

Weso, which is a short distance east of

Winnemucca, and Alazon which is a short distance west of Wells, Nev., mark the terminal points of the "paired track" operation of the Western Pacific and the Southern Pacific. Between Weso and Alazon, a distance of approximately 182 miles, east bound trains of the SP use the WP track, and between Alazon and Weso, west bound trains of the WP use the SP rails. Thus, this gives each railroad, in effect, a double track. In this section, the tracks of the railroads run, for the most part, quite close. Battle Mountain on the SP and North Battle Mountain, on the WP are the stations furthest apart, the distance being about 5 miles.

or that:

TOOELE COUNTY, UT (MP 805.58) (WP crosses the Nevada-Utah line at MP 805.58, a short distance from Wendover.) The county was originally named Tule, which is Spanish for "rush" because water-flows grew where fresh water flowed into great Salt Lake. The name, misspelled at first, was never corrected. It is now pronounced Too-EL-e, with a musical intonation.

WP-UP-MP Merger Update

On July 22, 1982, the full Interstate Commerce Commission heard final oral arguments regarding our proposed merger with Union Pacific and Missouri Pacific. The argument, during which all parties had the opportunity to present their views, commenced at 9:00 a.m. and, following seven hours of actual argument, was completed at 5:00 p.m. At the conclusion of the arguments the Chairman announced that a decision would be rendered no later than October 20, 1982. While it is impossible to accurately predict the result we remain optimistic as to the outcome.

Railroad Facts

Freight cars are getting bigger. By 1980, average capacity reached 78.5 tons, with new cars installed during that year averaging 94 tons as compared with a 67-ton average for cars retired.

The United States exported a record 110.2 million tons of coal in 1981, over 75 million tons of which moved by rail to export points.



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and Associate Editor,
Cabooseing

Freight traffic on major U.S. railroads during 1981 totaled 912 billion ton-miles, just slightly under record 1980 levels.

The average weight of a carload of freight is 67.1 tons. A long-range trend toward heavier loading has resulted principally from the continuing installation of higher-capacity freight cars and the retirement of smaller cars.

There's a new generation of freight cars on the rails. A light-weight skeletonized car specifically designed to carry piggyback trailers is adding even greater fuel savings to this energy efficient mode.

The RoadRailer, an innovative vehicle featuring both tires and retractable metal wheels allowing it to move by highway or rail, has been placed in service on several U.S. railroads.

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MILEPOST 253: Looking west from Tobin. The Maintenance of Way outfit is on a 1980 foot east connecting spur.

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